





## Intimations.

## ESSETS FLUID

VERSUS

## PLAGUE.

What pure Carbolic Acid can do in three hours ESSETS FLUID does in nine minutes.

The microbe or bacillus of bubonic plague grows readily in artificial media and is destroyed by Essets Fluid.

Essets Fluid is superior in every way to pure Carbolic Acid.

Sole Agents:

## WATKINS, LIMITED.

QUEEN'S ROAD.

Hongkong, 6th July, 1901.

## COTTAM &amp; Co.

JUST ARRIVED.  
THE FAVORITE SUMMER COLORED  
BATH GOWNS.  
OVERLAND TRUNKS.  
Hongkong, 20th July, 1901.

## Insurances.

## "L'UNION"

FIRE INSURANCE COMPANY, LD.  
(Established 1828).  
THE Undersigned, having been appointed GENERAL AGENT for the above Company, is prepared to ACCEPT RISKS at current rates.  
Claims settled direct without reference to the Head Office.

A. R. MARTY, Agent.  
Hongkong, 5th July, 1901.

NORTH GERMAN FIRE INSURANCE COMPANY OF HAMBURG.  
THE Undersigned AGENTS of the above Company are prepared to accept First Class FOREIGN AND CHINESE RISKS at CURRENT RATES.

SIEMSEN & Co.  
Hongkong, 25th May, 1901.

## KELLY &amp; WALSH, LD.

## NEW BOOKS.

CHINA UNDER THE SEARCH-LIGHT, by W. A. Carnaby ... \$ 3.50  
CHINA AND THE ALLIES, by A. H. SAVAGE-LANDOR, 2 Vol., Illustrations and Maps ... 19.00  
MISSION PROBLEMS AND MISSION METHODS IN SOUTH CHINA ... 3.50  
SIR HARRY PARKES IN CHINA, Paper by Stanley Lane Poole ... 1.50  
Cloth ... 2.00  
Hongkong, 20th July, 1901.

OLD MATURED  
**JOHN WALKER WHISKEY,**  
FROM THE FAMOUS  
**KILMARNOCK DISTILLERY.**  
THE FAVOURITE WHISKY IN THE OLD COUNTRY.  
ASK FOR IT!

Hongkong, 22nd July, 1901.

## GENERAL DRAPERS.

## WILLIAM POWELL, LTD.

## GENT'S OUTFITTERS.

CORNER OF WYNDHAM STREET AND QUEEN'S ROAD.

## A. CHEE &amp; Co.

17A, Queen's Road, Central.

ESTABLISHED 1859.

FURNITURE DEALERS:  
IMPORTERS OF EUROPEAN GOODS OF ALL KINDS;

Silver Plated, Glass and China Wares, Iron Bedsteads and Mattresses, Cutlery, and Dinner Services; Cooking Ranges and Kitchen Utensils, Aspinall's Enamels, &c., &c.

Our store is situated between the Principal Banking Institutions and Hotels in Hongkong.

Hongkong, 25th July, 1901.

## Today's Advertisements.

HONGKONG AND WHAMPOA DOCK COMPANY, LIMITED.

## NOTICE TO SHAREHOLDERS.

THE ORDINARY HALF-YEARLY MEETING OF SHAREHOLDERS will be held in the OFFICES of the Company, Queen's Buildings, Connaught Road, on MONDAY, the 19th August, at 12 o'clock (NOMIN), for the purpose of receiving the Report of the Directors and the Statement of Accounts to the 31st June, 1901.  
The TRANSFER BOOKS of the Company will be CLOSED from the 5th to 19th August, both Days inclusive.  
(By Order of the Board of Directors,  
THOS. I. ROSE, Secretary.)  
Hongkong, 25th July, 1901.

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.  
Calling at TIMOR, PORT DARWIN & QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)  
THE Steamship  
"AUSTRALIAN"  
Captain Helms, will be despatched as above TO-MORROW, the 26th instant, at 6 P.M.  
This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.  
This Steamer is installed throughout with the Electric Light.  
A Stewardess and a duly-qualified Surgeon are carried.  
N.B.—Return Tickets issued by this Company to and from AUSTRALIA, are available for return by the Steamers of the CHINA NAVIGATION COMPANY and vice versa.  
For Freight or Passage, apply to  
GIBB, LIVINGSTON & Co., Agents.  
Hongkong, 25th July, 1901.

NORTHERN PACIFIC STEAMSHIP COMPANY.

## NOTICE TO CONSIGNEES.

STEAMSHIP "TACOMA,"  
FROM TACOMA, VICTORIA, YOKOHAMA, KOBE, MOJI AND SHANGHAI.  
The above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature and to take immediate delivery of their Goods from alongside.  
Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.  
DODWELL & Co., LIMITED, Agents.  
Hongkong, 25th July, 1901.

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Company's Steamship

"CHELYDRA,"

having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge or remaining on board after 4 P.M., the 27th instant, will be landed at Consignees' risk and expense into Godowns at East Point.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by JARDINE, MATHESON & Co., General Managers.

Hongkong, 25th July, 1901.

Today's Advertisements.

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR AMOY AND TAMSUI.

THE Company's Steamship

"HAINUN,"

Captain Davis, will be despatched for the above Ports, on SATURDAY, the 27th instant, at Noon.

For Freight or Passage, apply to DOUGLAS LARRAIK & Co., General Managers.

Hongkong, 25th July, 1901.

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Company's Steamship

"CHELYDRA,"

Captain Cox, will be despatched as above on WEDNESDAY, the 31st instant, at Noon.

For Freight or Passage, apply to JARDINE, MATHESON & Co., General Managers.

Hongkong, 25th July, 1901.

THE CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

FOR MANILA.

THE Company's Steamship

"DIAMANTE,"

Captain I. Rattenbury, will be despatched as above on WEDNESDAY, the 31st instant, at 2 P.M.

The Attention of Passengers is directed to the Excellent Accommodation provided by this Steamer. She is fitted throughout with Electric Light.

A Doctor is carried.

For Freight or Passage, apply to SHEWAN, TOMES & Co., General Managers.

Hongkong, 25th July, 1901.

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR

MANILA, SINGAPORE, BOMBAY, PORT SAID, FUME AND TRIESTE.

(Taking Cargo at through Rates to the BRAZILS, BLACK SEA, LEVANT, VENICE AND ADRIATIC PORTS).

THE Company's Steamship

"MELPOMENE,"

Captain Matevich, will be despatched as above on TUESDAY, the 6th August, P.M.

For Information as to Passage and Freight, apply to SANDER, WIELER & Co., Agents.

Hongkong, 25th July, 1901.

Intimations.

NOW READY.

THE  
SPECIAL DESCRIPTIVE  
AND  
STATISTICAL EDITION  
OF THE  
"HONGKONG TELEGRAPH."  
TEN PAGES.  
PRICE 50 CENTS.

THOSE desirous of obtaining copies should order early, as only a limited number has been struck off and a Second Edition cannot be printed.  
The Special Edition will be mailed to any address on receipt of 50 cents to cover cost and Postage.  
Hongkong, 2nd May, 1901.

A. S. WATSON & Co., LIMITED.

IMPORTERS OF HIGH-CLASS

SHERRIES.

B.—SUPERIOR PALE DRY,  
Good dinner wine, Green Seal  
Capsule ... \$10.80

C.—MANZANILLA, PALE  
NATURAL SHERRY, White  
Capsule ... 12.00

CC.—SUPERIOR OLD PALE  
DRY, NATURAL SHERRY, Red  
Seal Capsule ... 12.00

D.—VERY SUPERIOR OLD  
PALE DRY, choice old wine,  
White Seal Capsule ... 14.40

E.—EXTRA SUPERIOR OLD  
PALE DRY, very finest quality,  
Black Seal Capsule (Old  
Bottled) ... 20.40

B, C, and CC are excellent dinner Wines D and E are after-dinner Wines of a very Superior Vintage. ALL ARE GUARANTEED PURE XERES WINES.

We guarantee our Wines and Spirits to be genuine only when bought direct from us in the Colony or from our authorised Agents at the Coast Ports.

A. S. WATSON & Co., LIMITED,  
THE HONGKONG DISPENSARY.

ESTABLISHED A.D. 1841.

The Hongkong Telegraph

HONGKONG, THURSDAY, JULY 25, 1901.

REUTER'S TELEGRAMS.

THE CHINESE INDEMNITY.

It is announced at Washington that a plan for the payment of the Chinese indemnity has been definitely adopted.  
Amortization bonds are to be issued under repayment beginning in 1902, the principal and interest to be entirely liquidated by 1916.  
It is expected that China will be able to raise 23 millions of taels annually in addition to present revenue.

PROPOSED GRANT FOR LORD ROBERTS.

Mr. Balfour announced in the House of Commons that a grant will be proposed for Lord Roberts. The Times believes the grant will be £100,000 Sterling.

VISCOUNT CROMER HONOURED.

Viscount Cromer has been created an Earl.

PROGRESS OF COUNT VON WALDERSEE.

Count von Waldersee has arrived at Suez.

BARON MILNER IN LONDON.

The freedom of the City of London has been conferred upon Baron Milner of St. James and Capetown at the Guildhall.

THE ACCESSION DECLARATION.

In the House of Lords, the Bill modifying the Accession declaration has passed the second reading.

WEATHER REPORT.

The Observatory report says:—  
On the 25th at 11.55 a.m. the barometer has fallen on the China coast. The depression in the North is moving into the Sea of Japan. Pressure is also relatively low over the N.W. part of the China Sea. Gradients slight for S.E. winds in S. China. Forecast:—Moderate E. to S.E. winds; showery, squally.

LOCAL AND GENERAL.

Three samples of well water, taken from three wells in Hunghom, the Government Analyst reported to the Sanitary Board that two were fit for potable purposes.  
A RECENT *Hongkong Times* says over one thousand rice-boats are stuck in the canals of the out-lying districts, waiting for the rains to make it possible for them to proceed to Bangkok.

THE steamers *Singapore* and *Washington*, chartered to take back to Europe the Italian troops from the North, have left Singapore, and will sail direct for Shanghai to coal, at the request of the Italian Consul, M. Nerazzini, in order to avoid Hongkong, infected by plague.

A "CORRESPONDENT" is anxious to know if, whilst the French troops have had their little differences of opinion with the Chinese in the North, the Foochow arsenal, under the supervision of Frenchmen, has been turning out ammunition etc. for the Chinese. Perhaps the *Echo* can inform our enquirer.

MARQUIS ITO, the President of the *Seiyunhwa*, and his suite started on the 11th inst. for their political tour to the west. The zeal and energy of this veteran statesman are indeed worthy of admiration, and we hope, says the *Kokumin Shimbun*, that his untiring efforts will prove greatly helpful, as they undoubtedly will, to the political training of our people.

THE French Mail of the 17th June and the English Mail of the 22nd June were both delivered in London on the 22nd instant. Truly the Messageries Maritimes might hurry up their boats a little. Running at the present rate it is just as quick to wait for the English Mail, for if the French arrives in London on the same day there is nothing to be gained by posting by it.

In their Quarterly Inspection report for the 2nd Quarter, 1901, laid on the table at to-day's meeting of the Sanitary Board, Messrs. E. Osborne and Fung Wa Chun say in reference to Sheung Fung Lane:—There are too many inhabitants in this narrow lane. It is like an overcrowded rabbit warren. We found illegal partitions of wood in the ground floors of Nos. 5, 17 and 20.

THE Chinese have an explanation, says the *Shanghai Mercury*, which accounts for the miserable weather with which we are at present being afflicted. It appears that the particular joss who is charged with the supervision of the weather very much disapproves of Prince Chun leaving this "Flowery Land," especially on such a mission, and he is showing his august displeasure by the torrential rains which he has sent us during the past couple of months.

The case finished to-day in the Supreme Court, one of alleged forgery and uttering, was delightfully simple except in one or two particulars. After listening carefully for a day or two, the writer was not quite sure if the adopted son was the brother of the deceased or whether the widow had been married, also there were doubts as to the deceased being dead because (showing the silliness of putting off things to the last moment) he seems to have got up and made a will some months after he was buried. The jury heaved a big, comprehensive sigh when the charge was dismissed, and will only have to explain the sudden inclination to baldness or white hair when they reach home.

The following notes are from the *Foochow Echo* of the 20th inst.:—

The newly appointed Grain Tantal arrived on the 13th inst. per a. s. *Haskell*. It is stated that the procession which started from Nantai and marched to the city and back on the night of the 13th inst. was made up of no less than 8,000 men and boys.

The present fine settled weather is a great thing for the farmers no year harvest time is on, and the work is going on apace. Under the weather's influence, too, the sickness amongst the natives in the city is steadily diminishing.

Business in the tea market is very slow as compared with previous years at this time. The export to Europe is 4,753,796 lbs. against 6,905,936 lbs. last year.  
On Monday morning last a fire broke out in the suburb not far distant from the north bank of the river opposite the U. S. Consulate and the conflagration continued until 6 p.m. It is unnecessary to state that the destruction of property was very great, but fortunately no lives were lost.

The police court proceedings in the Hongkong and Shanghai Bank robbery case at Singapore on the 18th inst. were again adjourned for a week, pending the arrival of witnesses from India.

THE Mortality Statistics for the week ended 6th July show a death-rate of 22.3 per 1,000 as against 22.8 for the corresponding period of 1900. For the week ended 13th July the death rate was 27.8 as against 40 last year.

"KINSHU MARU" STRANDED.

The manager of the Hongkong Branch of the Nippon Yusen Kaisha, courteously informs us that a telegram from their Head Office in Tokyo came to hand yesterday evening (24th inst.) reading as follows:—  
"Kinshu Maru Stranded Quelpart Island, Korea, 20th July on the voyage from Moji to Shanghai. Passengers and mails safe. We have no further particulars, are sending *Wakamura Maru* to-night from Moji for assistance."  
The *Kinshu Maru* (American Line) left Seattle on the 24th June last for Hongkong via Japan Ports and Shanghai.

ARRIVAL OF PRINCE CHUN.

The Norddeutscher Lloyd steamer *Bayern* arrived in Hongkong Harbour this morning at 5.30 and got alongside the Kowloon Wharf pier in fairly good style about 6 a.m. There was a large attendance of the principal local Chinese waiting to welcome His Highness Prince Chun who was on board. It was expected the *Bayern* would reach Hongkong yesterday, but an unexpected delay compelled her arriving a day late. From the proceedings this morning the extra 24 hours had not been long enough to in any way perfect arrangements. His Highness was expected to land at Murray pier at 11 a.m. this morning and escorted by a special body of the Hongkong police proceed on an official visit to His Excellency the Governor, Sir Henry Blake, G.C.M.G. As a matter of fact the Prince landed at Blake Pier at 10.40 a.m., and in chairs, accompanied by his suite, and a mob of running and shouting Chinese went his way. The police arrived some quarter of an hour afterwards and lined the pier and roadway.

On arriving at Government House, he was prepared to have a large circle of prominent people to meet him at luncheon, but circumstances would not allow and after a short interview returned to Queen's Road on a visit to the Chinese Club.  
His Highness was received by a committee who conducted him to the upstairs room, where a table of light refreshments had been spread. He was supported on his right by General Cheung Yin Man and on his left by General Richter, and Sir Liang Cheng, K.C.M.G. (who was decorated by the late Queen of England in 1897) was also present in attendance. After sitting quietly for about twenty minutes the party adjourned, the Prince having accepted an invitation to visit His Excellency at his private residence at the Peak. The return journey will be made about 5 p.m. when Sir Henry Blake will pay a return visit to the Prince on board the *Bayern*, which is timed to leave about 6 p.m.

The Prince is a young man, of about twenty years of age, and, as he is told, determined that, as he is travelling on a mission of apology, he will have no undue pomp or ceremony observed. This was probably the reason that he landed early and so escaped the guard sent to receive him. Those who have come in contact with him remark upon his great modesty as compared with other princes of his rank.

The Chinese were all agog to get a view of the Prince and wherever his chair went it was followed by large crowds and people rushed from houses, lanes and side streets to catch a glimpse of him as he passed. When it was seen that he had gone to the Peak a crowd at once commenced to collect at the Tram Station to await his return and points of vantage such as Bowen and Kennedy Road bridges were taken full advantage of.

Taking the general consensus of opinion it would appear that Prince Chun has created a good impression in Hongkong from the fact that he did not come in state. He landed in a simple and unostentatious manner and left in the same style. The good taste shown by him in this respect, considering the nature of the mission which he is engaged in, should create a good impression wherever he goes. One point much remarked upon by the Chinese is the fact that the Prince did not travel in a yellow chair, as his rank entitles him to, and this also is put down to his sense of the gravity of his mission.

MESSRS. BUTTERFIELD AND SWIRE'S PLAGUE HOSPITAL.

FURTHER CORRESPONDENCE.

The Sanitary Board at its meeting to-day had under discussion further correspondence with reference to the private plague hospital proposed to be established at Quarry Bay by Messrs. Butterfield and Swire.

The firm in a letter dated 28th June, expressed surprise at the positions taken up by the Board, inasmuch as Dr. Kwan's diploma and qualifications should be sufficient guarantee for the correctness of his certificate, and their acceptance by the Board. They regretted that they were unable to accede to the request that European supervision should be provided by them. They had already gone to expense in their desire to assist the authorities to combat the plague at Quarry Bay, and this very considerable outlay was one which they felt they should not be called upon to incur. They learned from Dr. Kwan that his certificates had been accepted on previous occasions when no European initialling was deemed necessary, and in view of this, the condition which was now sought to be attached to acceptance of his professional services seemed hardly justifiable.

This last statement is blue-pencilled 'untrue' by Dr. Clark, Medical Officer of Health.

On July 18, Messrs Butterfield and Swire again wrote to the Board. They enclosed a letter from Dr. Kwan and said that the result of the Board's voting must be as unsatisfactory to the members as it was to themselves. They therefore, suggested that the matter be referred to His Excellency the Governor for his decision.

Dr. Kwan's letter described the decision of the Sanitary Board in refusing to recognise him as a medical practitioner qualified to take charge of the hospital at Quarry Bay as a great injustice, not so much to his professional standing as to the Institution which every well-wisher of science hailed with delight as a harbinger of a new era in the Far East and of which he had the honour to be one of the first graduates. In support of his qualifications Dr. Kwan offered a resume of his past career and the posts he had held. In 1867, when inaugurated, he became one of the students of the first class. Having passed all the necessary requirements prescribed in the curriculum, he matriculated in the year 1869, and obtained a diploma signed by the members of the faculty, some of whom had been and now were members of the Sanitary Board. Immediately he was called to take charge of the Netherlands Hospital as House-Surgeon. In

1894 when the plague first broke out—the terrible destruction it wrought was still fresh in their memories—he was set to take charge of the Alice Memorial Branch Plague Hospital at Kennedy Town. He was there night and day throughout the whole time of the epidemic and, strange to say, he did not receive even a word of recognition of his services during those terrible months, although a common medal. Constable was awarded with a plague medal. In 1896, he resigned his post in the Netherlands Hospital, having received an appointment from H. E. Lue Kun Yi, Viceroy of Liang Kiang, as surgeon-in-chief of all the Yangtze Forts under his jurisdiction. In this capacity he served the Chinese Government three years, giving entire satisfaction to his superior officers, in 1899, in deference to his father's wishes, he resigned his post and returned to Hongkong, where he had established himself as a local practitioner. In conclusion he begged to express regret at having unwittingly been the cause of so much contention and dispute, and tendered his thanks to Messrs. Butterfield and Swire for the efforts they were making in support of a cause in which not only himself but all the graduates of the College of Medicine for Chinese were involved.

The following minutes by members of the Board were attached to the correspondence:—  
Lieut.-Colonel Hughes, R.A.M.C.—The Board should adhere to its decision firmly, and should refuse to agree that the matter be referred to H.E. the Governor. There is no necessity for such a procedure. They should further refuse to be dictated to by Messrs. B. and S.  
Mr. E. Osborne. Under what powers did the Board refuse Messrs. B. and S.'s request? I think the majority of members in this matter consider the dignity of the Board more important than the welfare of the Chinese. Dr. Bell. The Board should insist upon the firm providing an European to supervise the diagnosis and disinfection. We cannot refer the matter to any one, as we are responsible.  
Mr. May. This is an attempt to get behind the Board which should be resolutely opposed.

WATER POLO.

R. W. F., will play V. R. C. "A" team in the first round of the Hongkong Water Polo Shield Competition at V. R. C., Kowloon, to-day, at 5.45 p.m. sharp. The following will play for V. R. C.'s "B" team: Gao!—L. E. Lammert, Backs—W. A. Stopani (Capt.), E. W. Carpenter, Halfback—F. M. Roca Pereira, Forwards—R. Henderson, J. Mellor, and C. E. Humphreys.

The 2nd round of the Water Polo Shield Competition will be held to-morrow afternoon at the V.R.C., Kowloon, at 5.45 p.m. between R.C.C. "A" Team v. H.M.S. *Amma*. The following will play for "A" Team—H. A. Lammert, A. Loureiro, A. J. Mackie, A. A. Alves, F. K. Tait, C. M. Alves and H. B. Kennet.

OVERCROWDING AND PLAGUE.

A letter from the Colonial Secretary having been received by the Sanitary Board stating that H.E. is by no means satisfied that the height of buildings is proved to be the cause of plague or of any other zymotic disease, the following minutes were attached:—

M.O.H.—I have the honour to report that the zymotic death rate was made up last year almost entirely by Bubonic Plague and Diarrhoea and that 39.1 per cent. of the deaths from this latter disease occurred in infants under one year of age, so that it can hardly be said that the infant mortality is the result of the zymotic disease. There are no doubt special reasons—entirely unconnected with surface crowding—why bubonic plague should be more prevalent year after year in Health Districts 2 and 6 than in the rest of the City, and one of these reasons may possibly be found in the nature of the Chinese population, which resides therein, the bulk of which is said to be of a lower social grade and less cleanly in its habits than the population of the more central districts.

It will be seen from the tabular statements that the two most densely crowded Health Districts (5 and 6) each of which has a population of over 600 persons to the acre, show the lowest zymotic death rate, and I may add that the total death rate per district gives the same result. No greater argument could I think, be adduced to prove how absolutely unreliable are the district death rates for purposes of deduction (as already stated in my minutes of March 14th and May 17th). They show in my opinion, that we must go to other sources for information as to the evil effects of surface crowding, and the information furnished by every civilized city that has a resident and not a shifting population such as ours. It can hardly be seriously argued that, in Hongkong, surface crowding is beneficial to the community and yet this is the only deduction that can be drawn from such figures as are at our disposal.

It is estimated that nearly 2,000 Chinese leave this Colony daily for the mainland of China and that rather more than that number return each day, so that there is ample opportunity for the vitiation of our statistics of sickness and deaths, while at the same time the districts in which the inhabitants are poorest will probably be the least affected by this daily exodus.

Every professional man who has made a study of zymotic diseases (and especially of Bubonic Plague) agrees that their diffusion is greatly encouraged by the absence of light and air in dwellings, and I take this opportunity of giving the following quotations from some of the most modern standard works on the subject of Bubonic Plague:—

Here follow quotations from Whitelegge, Manson and Notter.

The principal results of the excessive heights of buildings in the narrow streets are:—  
(1.) The exclusion of light and air from the dwelling, and (2.) the encouragement of excessive surface crowding, and it is on these well established grounds that the Sanitary Board has urged for the past three years a reduction of the present scale, irrespective of any statistics as to the present distribution of such diseases in the Colony of Hongkong.

It is, I believe, an admitted fact that when Bubonic Plague was first introduced into this Colony, it raged in the dirtiest and most overcrowded district of the City, namely Tai-ping-shan, which was in consequence demolished. Now that the disease has become endemic, its incidence is governed by other factors, of which the social grade of the native residents in the several districts may possibly (as I have already suggested) be one, while dissemination of the disease by rats will probably be another.

The Capt. S. F. Nuttall:—It has been proved, I believe, that the plague bacillus is rendered innocuous after two hours exposure in a strong light or four hours in the sun, and that it cannot live for more than four days if exposed to fresh air. It follows that the best natural prevention of plague is light and air, and that such is the case was demonstrated in 1894 when over 4000 Chinese were removed from Tai-ping-shan, which was yielding 50 cases a day at the time, to well-lit and airy houses at West Point (where they were closely watched), with the result that only 10 cases of Plague developed amongst them. This was in the first week in June, in the height of the epidemic.



## LEGAL INTELLIGENCE.

## SUPREME COURT.

## CRIMINAL SESSIONS.

(Before His Lordship A. G. Wise, Acting Chief Justice.)

July 25th.

## THE ALLEGED FORGERY CASE.

The above case was resumed this morning. Lo Cheung was called, a concubine of the deceased, and questioned by Mr. J. J. Francis, K.C.

To Mr. Robinson she said: The deceased was very ill at the time of the signing of a deed for the transfer of a house and the maternal uncle held his hand while the deceased placed his finger mark to the deed. But this was only just before his death. For a long time previously he was perfectly able to sign his name.

Chairman Tuckers said:—I am the manager of the business of the deceased. I had business connected with house property with the deceased. There were 36 houses. Lo Chun's name was employed in the leases. Lo Chun signed a deed to show I was a partner in the property. He signed with his own hand his proper signature. The date of the deed is January, 1900.

The interpretation of the deed was read by Mr. J. J. Francis, K.C.

The witness continuing said: I saw Lo Chun sign this deed without assistance. After further evidence had been called the case for the prosecution finished. Mr. Robinson, for the defendant, raised a point of law that no evidence of uttering had been brought forward. After some demur from Mr. J. J. Francis, K.C., His Lordship upheld the plea and instructed the jury to discharge the defendant, which was accordingly done.

The court then adjourned.

## INFANT MORTALITY.

The following letter from the Rt. Rev. Bishop Piazzi was laid on the table at to-day's meeting of the Sanitary Board:

"With reference to your letter No. 1682 of the 9th instant, I beg to inform you that a Register of all infants received at the Italian and French Convents is kept at the Office, and such Register is accessible to the Officers of the Sanitary Board at any reasonable hour, but I must call your attention to the fact that the information received by the sisters are few and of a very unreliable nature, as the Chinese seldom say the truth, especially when there is some interest in telling a story.

In regard to paragraph 2 of your letter, that all persons dying in the convents should be removed to the Public Mortuary for a post-mortem examination unless a medical certificate were produced, I should like to suggest (1) that the Sanitary Board be so good as send a doctor every day to inspect the bodies of all persons died in the Convent, and, if in some cases the post-mortem examination is thought necessary, the Sanitary Board may have the body removed to the Public Mortuary at their expense; (2) to let the sisters do as before and advise them to report to the Sanitary Board every case doubtful and of a difficult diagnosis.

The following minutes were attached:—  
The Registrar General:—I do not see why special measures are necessary in the case of the Convents. No one has suggested that the Convents are in the habit of concealing cases of infectious disease. The opinion of the Sisters as to the cause of death is just as good as that of a Sanitary Inspector. Every doubtful case should be reported to the Board.

The M. O. H.:—It is not a question of concealment, but of want of knowledge.

## AT THE MAGISTRACY.

**STEALING FROM THE NAVAL HOSPITAL.**  
Wong Lui was sent to goal for 3 months for stealing 4 pieces of wood from the Naval Hospital. There is nothing of particular interest in the above incident, or in most of the following, but as we have been Prince Chun all the morning, we must put in something.

## OPIMUM CASES.

There were a few good catches of opium, resulting in fines varying from \$350 down to 50 cents.

## SANITARY SUMMONSES.

Inspector Hoggarth had a field day this morning. The number of cubicles short of 6 inches was wonderful and the usual remands, fines, and let offs followed.

## STEALING A WATCH.

Lok Kit and Lok Tak, two washermen, were charged with stealing a silver watch valued at \$14, the property of Joseph Meyers of H.M.S. *Tamara*. The evidence was taken at great length and Lok Kit was discharged and Lok Tak sentenced to six weeks' hard labour.

## ASSAULT.

It was shown that Yu Cheung did not slap Mrs. Cheung So, and he was discharged.

## STEALING FROM A CHILD.

Lok Tak was sent to goal for two months' hard labour with 12 strokes of the birch for stealing a gold chain from a child of one year old.

## UNLAWFULLY ON PREMISES.

Cheng Yung Chan was discharged on a summons of being on the premises of the German Club for an unlawful purpose.

## THE PLAGUE.

Number of cases reported Chinese.....1,509  
up till noon of the 24th Other Asiatics 51  
July, 1901 Europeans.....29  
Number of cases reported Chinese.....0  
during the past 24 hours Other Asiatics 0  
Europeans.....0  
Total number of cases reported to date 1,589

Number of deaths reported Chinese.....1,499  
up till noon of the 24th Other Asiatics 34  
July, 1901 Europeans.....11  
Number of deaths reported Chinese.....0  
during the past 24 hours Other Asiatics 0  
Europeans.....0  
Total number of deaths recorded to date 1,514  
Since noon on Saturday last the cases and deaths are—  
Cases Chinese.....14  
Other Asiatics.....0  
European.....1  
Total.....15  
Deaths Chinese.....14  
Other Asiatics.....0  
European.....2  
Total.....16

The plague returns for last week were—  
Cases.....13  
Deaths.....10

## THE CRISIS IN THE NORTH.

## TIENTSIN.

## Affairs in the North.

(From our own Correspondent.)

TIENTSIN, June 12th.

I have just returned from the historic wilds of Taku. To dwellers in Hongkong, Taku and Tientsin may be thoughtlessly and most unaccountably be confused and confounded together, much in the same way as "once upon a time" China and Japan were coupled by the ignorant untravelled as but two designations for the self-same rose. Taku and Tientsin are not only two distinct places separated by half a day's journey, but each possesses a social and physical individuality of their own which constitutes a wider gulf than trains and steam launches can bid defiance to. Taku possesses nothing official, commercial, industrial or artistic. It is purely and simply shipping, and its generally accepted cognomen is "Pilot Town." It is, I believe, the only foreign Settlement in China that has no junks. Even Peking has junks in plenty now, but Taku has not one, public or private, neither has it any other wheeled vehicle, and I believe no horses either. The reason for this is not far to seek: there are no roads. From the station you come by water to the jetty: from the jetty you can cast a stone at each residence there—you would only require some twenty odd stones—and in almost any direction you select to walk you come to water again. When the tide is full that is. When it is low, or during the dry winter months it is mud, mud, mud; rough, stubbly, bumpy wearing mud when it's wet; squeezy, knee-sinking mud when it's dry. At times it is possible to cut right across country, but almost everywhere the Railway Station, and I have heard that some excellent bicycle tracks exist, but it has never been my luck to see any wheeling in Taku.

Nothing has been done to the Forts outwardly, but I believe that some underpinning has been done in the hope that the heavy rain will wash away the mud banks which constitute the Forts, in connection with which there is little stone work. There is absolutely nothing of interest to reward the visitor, and the Forts at Shanghai are very much better. A Military Council is about to sit here to decide the method and time for demolishing the Forts, I believe. Some of its would-be to see the sites used for the erection of Hotels and Sanatoriums, which are badly needed for Tientsin, and they would, I believe, prove very profitable concerns. The only "hot" at Taku is a miserable old bungalow run by a Chinese, with very limited accommodation and primitive cuisine, not to mention other discomforts. A good Hotel facing the harbour would be well appreciated, especially as the revival of Peking is doubtful, and was a "too far haven" to many, even should it be.

Prince Chun, the so-called, younger brother of the Emperor, with a magnificent suite, passed through here to-day en route for Germany on his mission of apology for the death of Kettler. He is accompanied by the well known Chan Yeu Mao, and the Mission expect to be away nearly a year. Prince Chun will, let us hope, return both a sadder and a wiser man. If he does, there is hope for China's upper crust. But the chances are that he will not take any very intelligent interest in what he sees, and that he is so faithfully ignorant that he will be bewildered rather than enlightened. We are apt to fancy that travel must of necessity educate. But the sine qua non for benefit to be derived must be intelligence as a foundation. I am tempted to wonder, not being personally acquainted with the Chinese Imperial family, whether it is really Prince Chun who has gone abroad, or whether the all prevailing law of substitution has not been resorted to! A very amusing case happened only a few days ago in the native city in which a farmer whose driver had got into difficulties with some foreign troops and had run away in flight, calmly suggested to the foreign Magistrate that some one else should be brought in to personate the missing carter and "give evidence" in order to allow of the case proceeding! The Chinese see nothing incongruous in this system of substitution; and even in Japan a few years ago and perhaps still, the Ministers "wives" and the ladies present at the state balls were outsiders dressed up for the occasion, the genuine ladies not being introduced into the polluting atmosphere of a foreign ballroom. Can we feel assured, therefore, that it is in very deed an Imperial scion who has gone to Europe? The party have gone down by train to Tangku, where they will embark on the China Merchants boat *Anping* and they expect to catch the *Bayern* at Shanghai about the 18th.

The Russian Minister is being entertained here by his Nationals. Civil and Military, to-morrow, prior to departure; and the Russians are also celebrating the capture of Tientsin City to-morrow; while the French preparations for the 14th are going forward on a most elaborate scale. The juveniles of Tientsin were here during the siege are giving a celebration. Ten to-morrow in the Gordon Hall have formed themselves into a society for annual commemoration. The number still here who experienced it, they did not comprehend, the horrors of that time, is about 30, but of these less than a dozen remained here till the bitter end, and only one little girl has not been away at all within the year, if we may except three days lately spent at Taku. All the others left for Shanghai or elsewhere either during or directly after the siege. The young folks have, with a little guidance, managed things for to-morrow's fête themselves, and have had very pretty silver badges made for the members, and I believe the Hongkong Regiment Band has been kindly promised by Major Little and officers; the band has been lent by the Municipality, and various other assistance lent to make the occasion pleasant and successful.

The New River Police Department of the Provisional Government has started work to-day, a force of 60 picked men under Italian command, Captain Dente, in eight good junks and two steam launches having taken up the work of patrolling the river between here and Taku, with the object of suppressing the increasing rascality in the river.

The resumption of Chinese control in Peking has not been attended with much success so far, robbery having become more frequent both within and without the City and a general bad state of things prevails. So we shall find it wherever the Chinese resume sway, and Tientsin would prove a better illustration if not exactly perfection exists, at least important public works and improvements are being carried out which generations of Chinese would never accomplish. There is talk now of an electric trolley to run round the Native City, and electric light, and a proper bridge at the railway, and various other works, but the mail is closing and I must not get on to the subject of either the P.G. or railway just now, or this will never reach you.

July 16th.  
Last Saturday the 13th was quite an eventful day. Being the eve of the Anniversary of the taking of Tientsin City, the Russians celebrated

the occasion with a banquet, and also fired their homeward bound Minister, M. de Giers; Prince Chun and his suite passed through on their way to Germany on the Mission of apology; and the children who were through the Siege celebrated the cessation of the month's bombardment. The celebration was not on a very elaborate scale, but it was generally accepted to be an enjoyable one, and will probably form the nucleus of many agreeable annual functions which will become more comprehensive no doubt as the juvenile members grow older. Through the kind interest shown by many friends including both German and Russian, a very ample and dainty tea was spread in the gallery of the Gordon Hall, kindly loaned for the occasion by the British Municipal Council, and very pretty the tables looked with their burden of flowers, fruit and rich cakes of every description with small dishes of sweets alternating with the large dainties. Large urns of tea hissed cheerfully in the background, and a row of ice cream freezers promised cool refreshment at a later period. But the modern boys and girls are unsatisfactory. They don't eat cake. Well, they do, if you press it on them and argue the merits of it in a rather limp, apologetic fashion, and the result was that the great majority of the delicious confections passed uncashed under the eyes of some thirty lads and lasses, and finally landed in the Fusilier barracks, where we believe a genial welcome was accorded them. The young folks had their photos taken in groups through the kind offices of Mr. Blaney and Mr. Hinton, and then they witnessed the performance of a party of conjurers who have lately come from Peking and who hold testimonials from General Gaselee and others. More refreshments and games brought the modest little festivity to a close. Each member of the Juvenile Siege Society as they call themselves, has a neat little silver badge, and the Society may have a long life.

The Mission of Apology to Germany consisting of Prince Chun, Sir Liang Chen Tung, who went to England at the Queen's Jubilee, Chang Yeu-mao, of the Engineering and Mining Co., Dr. George Mark, L.S. physician and long string of secretaries, servants and hangers on, arrived here on Friday afternoon, but did not alight, the train only stopping to allow Mr. Dering, Commissioner of Customs, to join it and escort the party to Tangku, where Messrs. Wm. Forbes & Co. had made all necessary arrangements for the party on board the *Anping*, which sailed for Shanghai at daylight next morning. The Prince's "Younger" brothers who are older than himself, being a different concubine, accompanied him as far as Tangku, and were returned with Mr. Dering and were driven through the Settlement in grand style. It was a little startling for some of the old residents of the City to see a day the anniversary of the taking of the City to see a carriage with outriders, flashing along and ordering all native foreign equipages out of the way! It was not quite agreeable either! The Russian general, it appears, went to the Station and paid the greatest attention to the Imperial party, walking beside the carriage and ordering his men to cheer as the train went off. If that sort of thing goes on, it will not be very surprising of the young Prince forgets what he came for, by the time he reaches Europe.

The Provisional Government have just started a River Police Department which it is hoped will be able to cope successfully with the piracy which has been increasing to the most alarming extent only just beyond Tientsin. The rescues stop the boats bringing in import cargo and assess the value as they please and then demand immediate payment of say 25 per cent of such assessment. Needless to say they are waxing rich, and living luxuriously every day. The luckless sailors who fail to accede to their demands are subjected to horrible tortures. All four generals are here now, General Reid having arrived from Shan-hai-kwan to meet his confederates to-day, and to-morrow morning General Gaselee and Creagh leave here by special train at 4 a.m. for Shan-hai-kwan, and proceed thence to Weihai in H.M.S. *Orlando*, General Gaselee going on to Japan and home via Canada, and General Creagh returning here to assume command, accompanied by his wife. General Gaselee has been staying with Mr. Cousins of Jardine, Matheson. General Reid also leaves to-morrow for Japan, and General Lorne Campbell leaves early next month. General Creagh's command is looked forward to with keen interest and confidence here, as he comes to us with the reputation of being a firm and an energetic man, which we surely need.

The French commandant is Major General-Guillemin who lately attained his Majority. Let us hope he will prove a second Voynon, but it seems almost too much to expect. The decorations and illuminations in the French settlement on the 14th were really on a magnificent scale, and no money was spared to make them a success. There was an absence of any rowdiness or riot as many feared there might be, and all passed off quietly. At a meeting of international commanders held the other day it was decided that the Provisional Government should be asked to undertake the destruction of the Taku Forts concerning which I wrote you the other day, and the P.G. has, I hear, agreed, providing the military give the necessary protection to the workmen.

## CANTON NOTES.

## ROBBERIES.

(From Our Own Correspondent.)

CANTON, July 23rd.

A band of robbers is at work on Fa Ti, just across the river from Shamoen. For three successive nights this band has raided shops. One night no less than nine shops were looted. The band numbers upwards of forty men, all well armed. No attempt has been made to capture any of them. The Chinese are becoming alarmed. Many look upon this as the beginning of trouble. A rumour is abroad that the Consuls have been notified to be on the lookout for some uprising. A French gunboat anchored near the Bogue Forts has revived the feeling that France has designs upon Kwang Tung.

## SHUN TAK.

The magistrate of Shun Tak is kept busy. Clan fights and robbers keep him on the move. Instead of moving in the slow guard boats the magistrate now keeps his launch. Last week he was engaged settling a dispute between two clans in which a woman had been shot. It is his boast that during the two years that he has occupied this office he has cut off five hundred heads, seventy-five of these during the last two months. Yet he says the number of robbers is rapidly increasing.

## GOOD ROADS.

A movement is on foot in the San Ning district to improve the roads. The gentry have taken the matter up and have called for subscriptions from all the people. Already a considerable amount has been subscribed. The intention is to build a road from San Cheung Fau to San Ning City and then to Chung Lau, a distance of twenty-five miles. Rickshaws are to be introduced and carts drawn by men. The movement has met with much favour and there is every prospect that the work will be accomplished.

## RE-OPENING OF CHINESE THEATRES.

A proposition for the re-opening of the Chinese Theatres having been made to the Sanitary Board, the following minutes were attached:—  
Lt.-Col. Hughes, R.A.M.C.:—I open next week if the plague statistics continue favourable.  
Mr. Fung Wa Chun:—I recommend re-opening at once.  
Mr. Osborne:—End of July, if no more plague.

The A. P. C. M. O.:—Wait till end of month. The Registrar-General:—Recommend re-opening at once. The number of cases in Victoria is, I believe, no greater than it was the first week in April. The lessee is probably losing \$1,000 a month. The week before the theatres were re-opened in 89 the number of deaths in Victoria was 20; last week it was 12. Capt. S. P.:—End of month.  
A. D. P. W.:—End of month.

## NANNING.

The Wuchow correspondent of the *N. C. Daily News*, writing on the 8th inst. says that H.M.S. *Sandpiper* has been adding to her fame by having been up to Nanning, and has returned in safety. "That city still remains as before, viz. on open port on paper only. I believe I am right in saying that individual members of the Imperial Maritime Customs here have been holding themselves in readiness for over two years to move on to Nanning, waiting for the word which never comes."

A CURIOUS MISTAKE.  
One strange thing in connection with the *Sandpiper's* trip was told me by a missionary who has just been over the same route, viz. that almost everywhere she was called "The Roman Catholic gunboat (or steamer)" and was supposed to be French. When informed she was British, the news was apparently received with satisfaction. In this connection one would be almost bold to suggest that such a boat in inland waters should fly a secondary flag, with Chinese characters, showing the nationality.

## IN NANNING.

Itself, it is reported that the Roman Catholics have bought a large area, in fact the whole of one street, paying almost any price, asked, and also several acres outside the city wall. It is said this is to be their new headquarters.

## THE JAPANESE TEA TRUST.

From the vernacular press the *Box of Curious* (Yokohama, 13th inst.) learn what big ideas the Japanese have in connection with the proposed Tea Trust, and it is very easy to predict that unless any such conditions are proposed by others the Trust will never be formed. It is said the promoters are Americans, and we can understand that in forming a trust their object was to so regulate the trade for Japanese tea that it would develop and not be driven out, as it is fast being done, by Ceylon tea. The spasmodic efforts to drive out the foreign tea buyers by the Japanese sending representatives to America has meant financial failure for the natives and a demoralized market for the foreigner, the result being the lowering of the quality of the tea to meet the competition in prices—also a loss for all concerned.

As the American firms proposed the forming of a Trust the Japanese imagine that it is a good time to squeeze them, and are therefore advancing all kinds of propositions which are both foolish and unbusiness-like and are sure to result in the failure of the scheme. As we have before stated we have no confidence in such an organization, for the reason that the Japanese guides are not only unreasonable and unbusiness-like in their methods, but besides this they cannot be trusted. The proper thing to do is for the foreign firms to form an organization to protect their interests from the extortionate demands of the tea dealers—in no other way can they build up the business, for the natives will keep up their present methods until the goose which they lay the golden egg is dead and then they will ever after mourn, for if the American consumer once decides Ceylon tea is superior to Japanese all the latter can do will never secure the trade again. The Japanese must meet the views of the American tea firms—the latter will never permit the Japanese to dictate terms when their tea trade depends upon American patronage.

## NOTANDA.

## CALENDAR.

## JULY.

Meteorological means based on fifteen years' observations to 1895.

Barometer.....29.738  
Thermometer.....81.5  
Humidity.....83.0  
Rainfall.....14.210

## TO-DAY.

## WEATHER REPORT.

On date at 4 p.m. On date at 4 p.m.  
Barometer.....29.75 29.66  
Temperature.....85 83  
Humidity.....76 78  
Rainfall.....0.18

## TO-DAY.

Thursday, 26th July, 1901.  
Chinese—10th of 6th moon of 27th year of Kwang-shi.

Sun—Rises.....5hr. 29min.  
Sets.....6hr. 42min.  
High water—Morning.....3hr. 43min.  
Afternoon.....4hr. 48min.  
Low water—Morning.....11hr. 18min.  
Afternoon.....5hr. 53min.

1834—Lord Napier proceeded to Canton.  
1859—Defeat of the British forces at Taku.  
Admiral Hope wounded.  
1893—Roman Catholic chapel at Miensyang destroyed by a Chinese mob.

1894—The Indo-China Co.'s steamer *Kowshing* sunk by the Japanese on the Korean Coast; over 1,000 lives lost.  
1898—General Merritt and Staff arrive at Manila. Landing of U.S. troops at Manila, on the S. coast of Porto Rico.

## TO-MORROW.

Friday, 26th July, 1901.  
Chinese—11th of 6th moon of 27th year of Kwang-shi.

Sun—Rises.....5hr. 29min.  
Sets.....6hr. 42min.  
High water—Morning.....3hr. 43min.  
Afternoon.....4hr. 48min.  
Low water—Morning.....11hr. 18min.  
Afternoon.....5hr. 53min.

ANNIVERSARIES.  
1888—Korean Government's chartered steamer *Deutschland* wrecked on the Korean coast.  
1896—Mr. Haas, the Consul-General for Austria-Hungary at Shanghai, drowned at Pootung, near Ningpo.

1898—M. Jules Camille, French Minister at Washington, on behalf of Spain, opens negotiations for peace.  
1899—R.C. reformatory ship *Clarence* destroyed by fire.

## AGENDA.

## TO-DAY.

Cargo ex *Sithonia* subject to rent.

## TO-MORROW.

(About)—N. Y. K. steamer *Kanagawa Maru* leaves for Marseilles, London and Antwerp.  
Noon—D. & Co.'s steamer *Tonnan* leaves for Pakhoi and Haiphong.  
4 p.m.—N. Y. K. steamer *Yawala Maru* leaves for Manila.  
4 p.m.—C. S. N. Co.'s steamer *Zoonging* leaves for Manila.

## SATURDAY, 27th.

Noon—C. S. N. Co.'s steamer *Laisang* leaves for Yokohama, Kobe and Moji.  
C. N. Co.'s steamer *Tsinan* leaves for Australian Ports.  
P. O. Co.'s steamer *Shanghai* will be despatched for London.  
Cargo ex *Glamorganshire* subject to rent.  
Cargo ex *Frans Ferdinand* subject to rent.

## SHIPPING GAZETTE.

In future the *Telegraph* shipping form supplied to Captains of vessels will contain a heading for notices of officers and engineers transferred or on leave, etc. Friends will much oblige by giving this information:—  
July 15th.

Mr. W. S. Burrows is appointed chief officer of the *Haitan*.

Mr. A. B. Short is 2nd officer of the same steamer.

Mr. Fairfield 3rd officer same ship.

Mr. C. H. Walker is transferred as 2nd officer to the *Thales*.

## JULY 17th.

A. H. Macdonald has gone to Manila, to join the *Zaffro*.

F. Fairweather, 2nd engineer, s.s. *Diamant*, has resigned.

T. Clark, 3rd engineer, *Diamant*, is promoted 2nd engineer, s.s. *Diamant*.

D. M. Wilson, has joined s.s. *Diamant*, as 3rd engineer.

John Pender, chief s.s. *Nanshan*, is promoted Superintendent engineer, Messrs. Bradley & Co.

P. Patterson, 2nd engineer, *Nanshan*, is promoted chief, *Nanshan*.

W. A. Jamieson, has joined *Nanshan*, as 3rd engineer.

R. W. Musgrove, has joined s.s. *Thales*, as 2nd engineer.

Ed Potts, has joined s.s. *Perla*, as 3rd engineer.

Mr. Allan, Amoy Dock, has resigned.

John Watson from Saigon Rice mills, has joined Amoy Dock, vice Mr. Allan resigned.

James Watson, resigned from *Sishan*, has joined Saigon Rice mills, vice John Watson, resigned.

## JULY 22nd.

Mr. Mann is promoted to 2nd officer of the *Haiching*.

Mr. Smallwood recently acting 2nd officer of the *Haiching*, has gone back to the *Thales*.

Mr. W. Shiphill, and engineer *Hongkong Maru*, resigned his berth at San Francisco.

Mr. H. D. Louth is appointed 2nd engineer to the same vessel.

## JULY 23rd.

The officers of the *Tsinan* (Capt. O. Anderson) are: chief officer Mr. C. Webb, 2nd Mr. A. Burn, 3rd Mr. F. Carlo, 4th Mr. D. Smyth, chief engineer Mr. J. Runcie, and Mr. M. Murray, 3rd Mr. P. Macquire, Doctor, J. Baxter, M.B. chief steward, Mr. J. Wilson.

## JULY 25th.

The officers of the steamer *Australian* (Captain P. T. Helms) are—chief, A. H. Schaw, 2nd, A. W. Marshall, 3rd, R. J. S. Sippe, chief engineer, A. W. Wildridge, 2nd, D. Young, 3rd, Timmons, 4th P. Pickburn.

## SHIPPING AND MAIL NEWS.

## MAILS DUE.

American (*China*) 28th inst.  
French (*Océanien*) 30th inst.  
Canadian (*Empress of China*) 30th inst.  
American (*Doric*) 6th prox.  
Australian (*Eastern*) 6th prox.  
American (*Nippon Maru*) 14th prox.

The P. & O. S. N. Co.'s steamer *Mazagon* left Bombay for this port on the 24th inst.

The "Ben" line steamer *Bernewen* from London and Straits left Singapore yesterday for this port.

The E. & A. steamer *Eastern* left Port Darwin yesterday for Hongkong via Manila and is due here on or about 6th prox.

The D. & Co.'s steamer *Mogul* from Glasgow Liverpool etc., left Singapore yesterday and is due here on or about the 30th inst.

The Canadian Pacific Railway Co.'s R.M.S. *Empress of Japan* arrived at Kobe, at 9 p.m. on Tuesday the 23rd inst., and left again at noon Wednesday for Yokohama where she is due to arrive at noon on Thursday the 25th inst.

The Canadian Pacific Railway Co.'s R.M.S. *Empress of China* arrived at Nagasaki at 8.30 a.m., on Thursday the 25th inst., and left again at 4 p.m., same day for Shanghai where she is due to arrive at 8 a.m., on Saturday the 27th inst.

## HONGKONG AND WHAMPOA DOCK RETURNS.

*Hongkong Maru*.....at Kowloon Dock.  
*Sithan*....."....."  
*Y. Santan*....."....."  
*Chinglu*....."....."  
*Clara*....."....."  
*Hoihao*....."....."  
*Liklu*....."....."  
*Zaire*....."....."  
*Sungshang*....."....."  
*Colontie*....."....."

## Shipping.

## ARRIVALS.

PHRA CHULA CHOM KLAO, German steamer, 1,012, R. Uicworth, 24th July—Bangkok 12th July, Rice.—Butterfield & Swire.

DAIGI MARU, Japanese steamer, 847, K. Sobajima, 24th July, Swatow 23rd July, General.—Mitsui Bussan Kaisha.

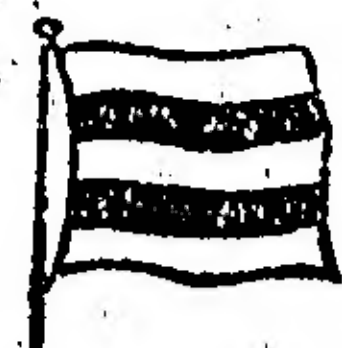
BAVERN, German steamer, 3,128, H. Blecker, 25th July—Shanghai 20th July, and Foochow 23rd, Mails and General.—Melchers



## Mails.

## NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP COMPANY).



PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
KANAGAWA MARU J. MacKenzie	MARSEILLES, LONDON & ANTWERP, VIA SINGAPORE, PENANG, COLOMBO and PORT SAID	TO-MORROW, 26th July, at Daylight.
YAWATA MARU A. E. Moses	SYDNEY and MELBOURNE, VIA MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	TO-MORROW, 26th July, at 4 P.M.
TAMBA MARU J. W. Wale	KOBE and YOKOHAMA	FRIDAY, 2nd August, at Daylight.

\* Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.

For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office at Prince's Building, 1st Floor, Chater Road.

A. S. MIHARA,

Manager.

Hongkong, 18th July, 1901.

## TOYO KISEN KAISHA.

TO SAN FRANCISCO, VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

HONGKONG MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu)	Tuesday, 30th July, at Noon.
NIPPON MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu)	Saturday, 24th Aug., at Noon.
AMERICA MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu)	Tuesday, 17th Sept., at Noon.

THE Twin Screw Steamship

"HONGKONG MARU," will be despatched for SAN FRANCISCO, VIA SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on TUESDAY, the 30th instant, at Noon, taking Freight and Passengers for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS, also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in the United States have between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in the service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, Queen's Building.

GEORGE ECKLEY,

Acting Agent.

Hongkong 4th July 1901.

THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

TRANS-PACIFIC SERVICE

TO VICTORIA (B.C.) AND SEATTLE, Calling also at Tacoma and carrying Cargo on through Bills of Lading to New York and other points of the United States in connection with the GREAT NORTHERN RAILWAY CO.'S LINES.

THE Steamship

"KAISOW," Tons 3,920. Commander G. A. Rodway, is due here on 6th July, and will have quick despatch.

For Rates of Freight and further Particulars, apply to JARDINE, MATHESON & Co., Agents.

Consular Invoices must accompany all Overland Shipments.

Hongkong, 27th June, 1901. [676c]

Hongkong, 24th July, 1901. [445c]

Hongkong, 19th July, 1901. [431c]

Hongkong, 8th July, 1901. [727c]

Hongkong, 19th July, 1901. [767c]

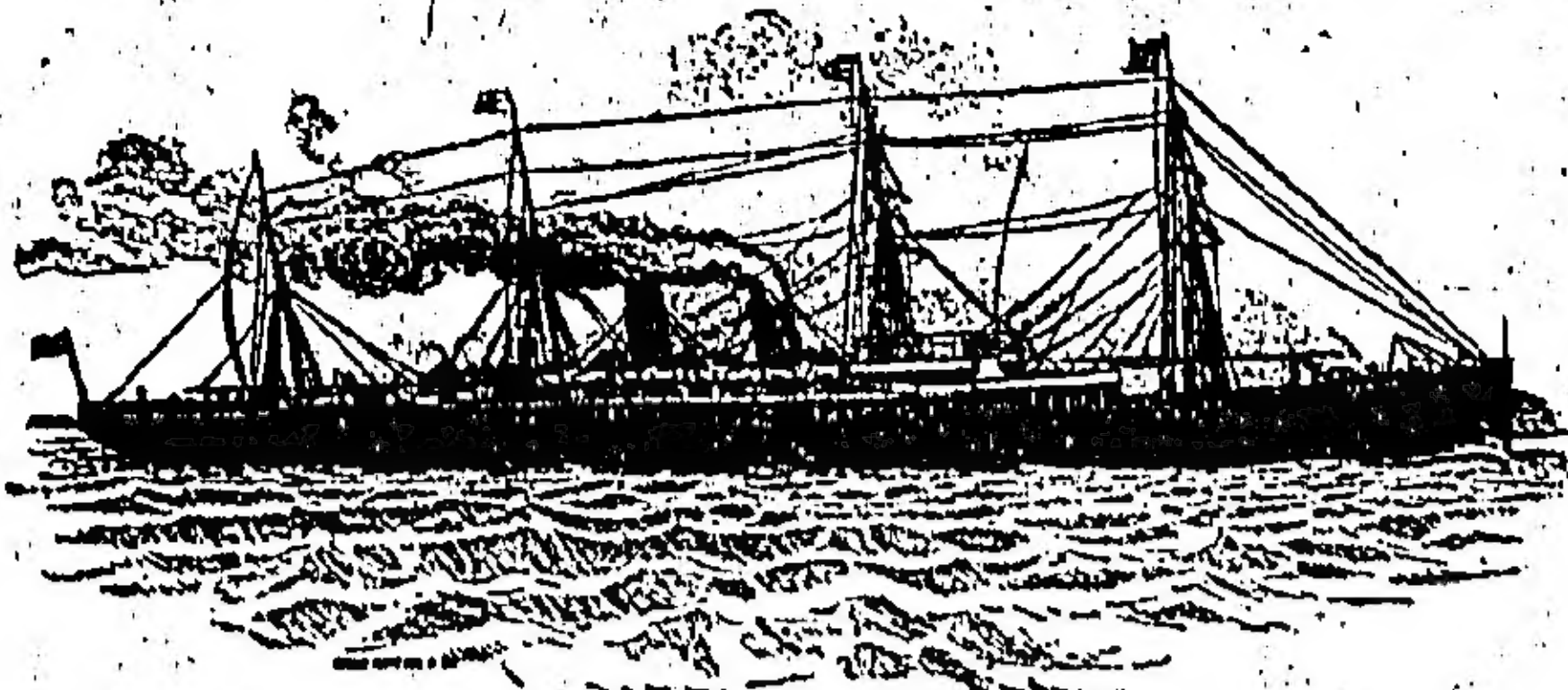
Hongkong, 19th July, 1901. [767c]

Hongkong, 19th July, 1901. [767c]

Hongkong, 19th July, 1901. [767c]

## Mails.

## U.S. MAIL LINES.



## PACIFIC MAIL S.S. CO., OCCIDENTAL &amp; ORIENTAL S.S. CO.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA AND EUROPE;

PROPOSED SAILINGS FROM HONGKONG.

"CHINA"	TUESDAY, 6th August, at Noon.
"DORIC"	THURSDAY, 15th August, at Noon.
"PERU"	SATURDAY, 31st August, at Noon.
"OPTIC"	TUESDAY, 10th September, at Noon.
"CITY OF PEKING"	TUESDAY, 24th September, at Noon.
"GAELIC"	WEDNESDAY, 2nd October, at Noon.

THE P. M. Company's Steamship "CHINA," will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, INLAND SEA, KOBE, YOKOHAMA and HONOLULU, on TUESDAY, the 6th August, at Noon, taking Freight for Japan, the United States, and Europe. Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada.

Passengers holding through ORDERS TO EUROPE have the choice of the Overland Rail Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAY, also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding Orders for OVERLAND CITIES in the United States have between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Special rates (first class only) are granted to Missionaries, Members of the Naval, Military, Diplomatic and Consular Services, and European Civil Service Officials located in Asia, and to European Officials in the Service of the Governments of China and Japan.

TO UNITED STATES AND CANADIAN PORTS. Special rates (first class only) are confined and will apply only to Missionaries, Members of the Naval and Military Services, and to Consular and Diplomatic Officials of the Governments of China and Japan.

Return Passage.—Reduction will be made to passengers who do not hold return tickets, making the return journey between ports in the Orient and Honolulu or beyond, within twelve months.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany each shipment of Cargo or parcel (valued at \$100. Gold or over) destined to Points, beyond San Francisco, in the United States, should be sent to the Company's Office addressed to the Collector of Customs at San Francisco.

Merchant's Invoice will be sufficient for cargo or parcel (each shipment) when the value is less than \$100. U.S. Gold.

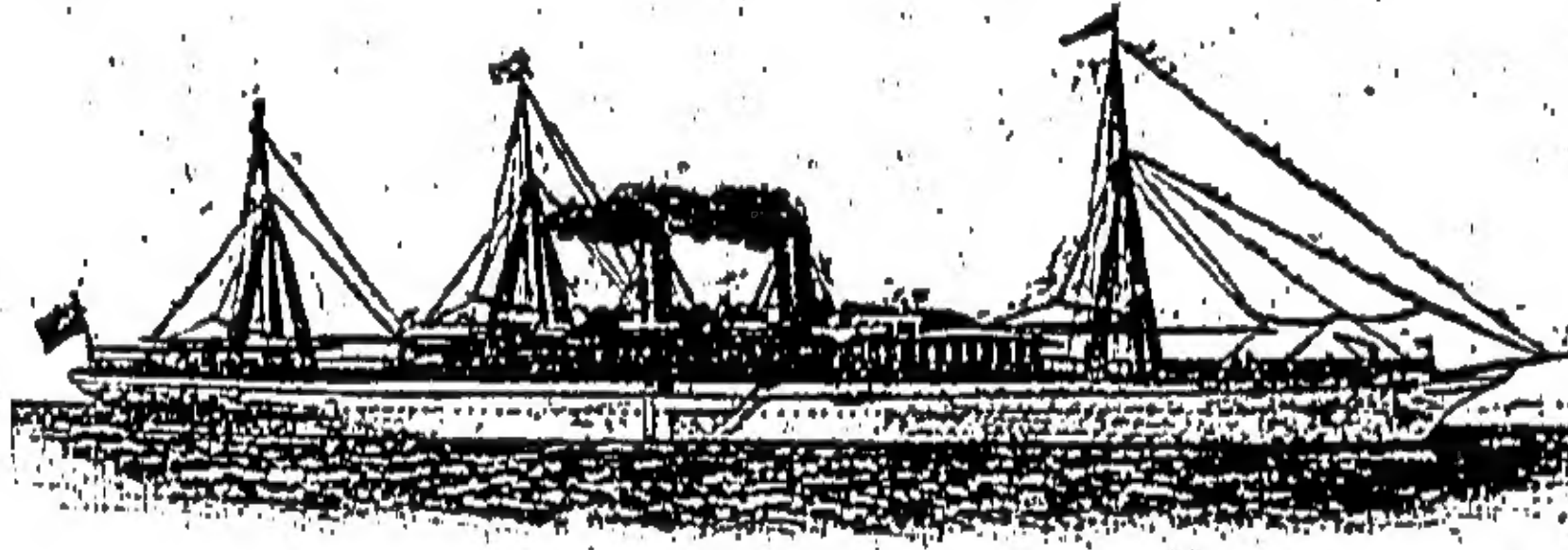
For further information as to Passage and Freight, apply to the Agency of the Companies, Queen's Building.

GEORGE ECKLEY,

Acting Agent.

Hongkong, 23rd July, 1901.

## CANADIAN PACIFIC RAILWAY COY.'S ROYAL MAIL STEAMSHIP LINE.



SAFETY. SPEED. PUNCTUALITY. THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.) Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 Knots.

PROPOSED SAILINGS FROM HONGKONG.

EMPRESS OF CHINA...Comdr. R. Archibald, R.N.R.	WEDNESDAY, 7th August.
EMPRESS OF INDIA...Comdr. O. P. Marshall, R.N.R.	WEDNESDAY, 28th August.
EMPRESS OF JAPAN...Comdr. H. Pybus, R.N.R.	WEDNESDAY, 28th September.

THE magnificent Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PALATIAL TRANS CONTINENTAL TRAINS of the CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates; Good for 4, 6, 9 and 12 months.

SPECIAL RATES (first class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan.

The attractive features of the Company's routes embrace its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.

For further information, Maps, Guide, Books, Rates of Passage, &c., apply to D. E. BROWN, General Agent, Pedder's Street.

Hongkong, 17th July, 1901.

## HAMBURG-AMERIKA LINIE. NORDDEUTSCHER LLOYD.

OSTASIATISCHER FRACHTDAMPFER DIENST.

(Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT; BLACK SEA and BALTIC PORTS; NORTH and SOUTH AMERICAN PORTS).

PROPOSED SAILINGS FROM HONGKONG.

STEAMERS.	DESTINATIONS.	SAILING DATES.
ACILIA	HAVRE, BREMEN and HAMBURG (Calling at SINGAPORE and COLOMBO).	9th August. Freight.
ALEXANDRIA	HAVRE and HAMBURG (Calling at SINGAPORE and COLOMBO).	2nd Sept. Freight.
STIRIA	HAVRE and HAMBURG (Calling at SINGAPORE and COLOMBO).	10th Sept. Freight and Passengers.
ANDALUSIA	HAVRE and HAMBURG (Calling at SINGAPORE and COLOMBO).	21st Sept. Freight.

For further Particulars, apply to

HAMBURG-AMERIKA LINIE,

HONGKONG OFFICE,

No. 1, Queen's Buildings.

Hongkong, 19th July, 1901.

Hongkong, 19th July, 1901.

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Hongkong, 19th July, 1901.

Hongkong, 19th July, 1901.

## Shipping—Steamers.

## CHINA NAVIGATION COMPANY, LIMITED.

FOR	STEAMERS.	TO SAIL
SHANGHAI	"WOOSUNG"	31st instant.
MANILA	"SUNOKIANG"	3rd August.

\* The Attention of Passengers is directed to the Superior Accommodation offered by these steamers, which are fitted throughout with Electric Light. A duly qualified Surgeon is carried.

For Freight or Passage, apply to

BUTTERFIELD &amp; SWIRE,

AGENTS.

Hongkong, 25th July, 1901.

[51c]

## OCEAN STEAMSHIP COMPANY. OUTWARDS.

FROM	STEAMERS.	TO SAIL
GLASGOW and LIVERPOOL	"IDOMENEUS"	27th August.
"	"OBESTES"	13th August.
"	"ATAX"	10th August.
"	"PYRRIUS"	26th August.
"	"PYRRIUS"	4th September.

S.S. "STENTOR" from GLASGOW and LIVERPOOL has arrived, and will leave for SHANGHAI and JAPAN, TO-MORROW, the 26th instant.

## HOMEWARDS.

FOR	STEAMERS.	TO SAIL
LONDON	"DEUCALION"	6th August.
"	"PELUS"	20th August.
LIVERPOOL (DIRECT)	"STENTOR"	3rd September.
(Taking Cargo at LONDON RATES.)	"PATROCLUS"	15th August.

For Freight, apply to

BUTTERFIELD &amp; SWIRE,

Agents, O. S. S. Co.

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR MANILA. THE Company's Steamship

"LOONGSANG," Captain C. S. Weigall, will be despatched as above TO-MORROW, the 26th instant, at 4 P.M.

This Steamer has Superior Accommodation for First class Passengers, is fitted throughout with Electric Light and carries a Doctor.

For Freight or Passage, apply to JARDINE, MATHESON & Co., General Managers.

Hongkong, 20th July, 1901. [770c]

NIPPON YUSEN KAISHA.

FOR MANILA. THE Company's Screw Steamship

"YAWATA MARU," (3,873 Tons Gross, Captain A. E. Moses), will be despatched for the above Port, TO-MORROW, the 26th instant, at 4 P.M.

This new Mail Steamer is specially constructed for service in the Tropics, and is provided with superior accommodation and with all modern fittings and improvements for the safety and comfort of Passengers. Electric Light and Refrigerator. Doctor and Stewardess carried.

Return Tickets issued by this Company are available for return by steamers of the other Lines.

For Freight or Passage, apply to A. S. MIHARA, Manager.

Hongkong, 20th July, 1901. [769c]

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND FOOCOW. THE Company's Steamship

"HAITAN," Captain Roach, will be despatched for the above Ports, on SUNDAY, the 28th instant, at Daylight.

For Freight or Passage, apply to DOUGLAS LARPAIK & Co., General Managers.

Hongkong, 24th July, 1901. [784c]

THE OSAKA SHOSHEN KAISHA, LIMITED.

FOR FOOCOW VIA SWATOW AND AMOY. THE Company's Steamship

"ANPING MARU," Captain S. Atsumi, will be despatched for the above Port, on WEDNESDAY, the 31st instant, at Daylight.

For Freight or Passage, apply to THE MITSUI BUSSAN KAISHA, Agents.

Hongkong, 17th July, 1901. [321c]

PORTLAND AND ASIATIC STEAMSHIP COMPANY.

Agents for and in connection with THE OREGON RAILROAD AND NAVIGATION COMPANY, Operating the New First-class Steamships "INDRAVELLI," "INDRAPURA," and "KNIGHT COMPANION," between HONGKONG and PORTLAND (OR.), Calling at SHANGHAI, NAGASAKI, MOJI, KOBE, and YOKOHAMA.

THE Steamship "KNIGHT COMPANION" will be despatched for PORTLAND (OR.), on or about the 10th August, 1901.

Through Bills of Lading issued to Pacific Coast Points and all Eastern, Canadian and United States Ports.

For through Rates of Freight and further Information, communicate with or apply to ALLAN CAMERON, General Agent, or to SHEWAN, TOMES & CO., Agents.

Hongkong, 19th July, 1901. [765c]

THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

TRANS-PACIFIC SERVICE TO VICTORIA (B.C.) AND SEATTLE, Calling also at Tacoma and carrying Cargo on through Bills of Lading to New York and other points of the United States in connection with the GREAT NORTHERN RAILWAY CO.'S LINES.

THE Steamship "YANGTSE," Tons 6,457. Commander H. L. Allen, is due here on 6th August, and will have quick despatch.

For Rates of Freight and further Particulars, apply to JARDINE, MATHESON & Co., Agents.

Hongkong, 19th July, 1901. [767c]

Hongkong, 19th July, 1901. [767c]

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Hongkong, 19th July, 1901. [767c]

Hongkong, 19th July, 1901. [767c]

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR TAKHOI AND HAIPHONG. THE Company's Chartered Steamship

"TOONAN," Captain Blenheim, will be despatched for the above Ports, TO-MORROW, the 26th instant, at Noon.

For Freight or Passage, apply to DOUGLAS LARPAIK & Co., General Managers.

Hongkong, 25th July, 1901. [783c]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR YOKOHAMA, KOBE AND MOJI. THE Company's Steamship

"LAISANG," Captain Geo. Payne, will be despatched as above on SATURDAY, the 27th instant, at Noon.

For Freight or Passage, apply to JARDINE, MATHESON & Co., General Managers.

Hongkong, 20th July, 1901. [771c]

SHEWAN, TOMES &amp; CO.'S "NEW YORK" LINE.

FOR NEW YORK VIA SUEZ CANAL. THE Steamship "ARARA," Captain Williamson, will be despatched for the above Port, on or about the 5th August.

To be followed by the S.S. "ATAKA," on or about 15th September.

For Freight, apply to SHEWAN, TOMES & Co., Agents.

Hongkong, 20th July, 1901. [527c]

THE OSAKA SHOSHEN KAISHA, LIMITED.

FOR ANPING VIA SWATOW AND AMOY. THE Company's Steamship

"MAIDZURU MARU," Captain K. Suzuki, will be despatched for the above Ports, on WEDNESDAY, the 7th August.

For Freight or Passage, apply to THE MITSUI BUSSAN KAISHA, Agents.

Hongkong, 24th July, 1901. [326c]

CALIFORNIA AND ORIENTAL STEAMSHIP COMPANY.

IN CONNECTION WITH THE ATCHESON TOPEKA & SANTA FE RAILROAD CO.

PROPOSED SAILINGS FROM HONGKONG TO SAN DIEGO AND SAN FRANCISCO, VIA SHANGHAI, INLAND SEA OF JAPAN AND HONOLULU.

Taking Cargo and Passengers to Japan Ports, and HONOLULU, THE UNITED STATES, &c.

Strathgyle..... | ..... | About | Sept. 15

THE Steamship "STRATHGYLE," will be despatched for SAN DIEGO and SAN FRANCISCO, VIA MOJI, KOBE, YOKOHAMA and HONOLULU, on or about the 15th September.



## THE NEW GOVERNOR OF THE STRAITS.

The promotion of Sir James Alexander Swettenham from the post of Colonial Secretary at Singapore to the Governorship of British Guiana will be followed by the appointment of Sir Frank Athelstan Swettenham, to the post of Governor of the Straits Settlements.

The Swettenham brothers have been playing a sort of "the name and Cox" drama at Singapore. The elder brother, J.A., has been Colonial Secretary since 1895, but at various periods has administered the Government. The younger brother has been Resident-General of the Malay States since 1896. Sir C. Mitchell held the Governorship from 1893 to 1898, when Sir J.A. Swettenham was appointed Administrator. Early this year, however, he was replaced as Administrator by his younger brother, Sir Frank. The natural disinclination to make the elder serve the younger had, however, hitherto stood in the way of Sir Frank's definite appointment as Governor.

Both brothers are Knights Commanders of St. Michael and St. George, both have been in the colonial service over thirty years. While however, Sir J.A. has served chiefly in Ceylon and Cyprus, his younger brother has spent the whole of his official life in the Malay Peninsula, with the intricate policies of which he is thoroughly familiar. It is no derogation to Sir James to say that the career of his brother is more distinguished than his own. The manner in which, when quite a young man—he was in 1875—he managed affairs at Perak on the murder of the British Resident first brought him into prominence.—*Full Mail Gazette.*

## CREMATION IN CALCUTTA.

An Englishman representative interviewed Dr. J. Nield Cook, Health Officer of Calcutta, the other day on the subject of cremation in Calcutta. Dr. Cook considers no town could be worse suited for burial than Calcutta, for as soon as one gets beyond the town in any direction one finds nothing but low lying land only fit for growing paddy. No place fit for burial can be made, unless earth is brought from a distance, and the early Christians from Mount Calvary for the first burial ground in Rome, it is a costly business bringing earth for a much shorter distance. Fortunately the Hindus, who constitute a large proportion of the population, have always burned their dead except infants, and as a matter of fact, though a heretical ground is provided for them, many of the Hindus burn their infant dead. Bombay, where a special difficulty is experienced, has provided a crematorium for Europeans, but I believe, he said, that it has not been much used as yet. A European lady, the wife of a doctor, was cremated in Calcutta a few years ago, which drew public attention to the question. As there was no crematorium for Europeans she was burned in native fashion among the Hindus at Nuntollah Ghat. Some discussion followed among the Municipal Commissioners. The Vice-Chairman reported that the Dharmasastri permitted the cremation of Europeans, or Aryans from outside India, in the ordinary burning ghats, but that though there was no violation of any injunction of the Sastras, objection would probably be taken to the practice, as Hindu females generally, accompany their dead to the ghat. As European sentiment is against the native method of burning in the open and would favour the provision of a completely separate place, to which they could take their dead to be burned, a closed crematorium, and where they could leave the ashes in a columbarium, if they did not wish to bury them in consecrated ground, there can never be any question of the cremation of Europeans at the native ghats becoming general. In 1898, a considerable number of Europeans petitioned the Corporation to provide a crematorium for their community, and Messrs. Burn and Co., kindly made me a design for the purpose. The Commissioners accepted the general proposition and requested me to select a site. I recommended a small plot of land which belonged to the Corporation on the northern boundary of the Lower Circular Road Cemetery which I considered would be convenient for Christians, who wished the ashes of their dead to be buried in consecrated ground. However, there was a numerous signed petition got up against the proposal and the Commissioners decided against it, being of opinion that the Hindu Burning Ghat at Shahmagore would be a better place. As I reported that this place was not well suited to the requirements of Christians living in the town the question dropped for the time being, to come up again and again, until what is really a want is suitably provided for.

"Do you think that a crematorium would be much used if it were provided, or that the majority of Christians in Calcutta would be against cremation?"

"I don't think it would be much used at first, as it takes time for any innovation to make way against deep rooted conservatism. A certain number of people, who think for themselves, would undoubtedly prefer cremation to burial. As regards the more ignorant and prejudiced a good deal would depend on the clergy and priests."

## THE DEFENCE SQUADRON FOR BOMBAY.

The turret-ships *Magdala* and *Abyssinia* are to be supplied with torpedoes and quick-firing guns already announced, and there can be no doubt that the outfit involved will be money well spent, says the *Bombay Gazette*. It is not for a moment to be supposed that the *Magdala* or *Abyssinia* will ever be required for use in actual warfare. But that is not the point. Blue-jackets are sent out to man these ships and while the Defence Squadron continues to exist, it is desirable that there should be the fullest opportunity of keeping those men up in their drill in every branch, otherwise though classed as efficient they will be next to useless when drafted to a battleship or a cruiser. No doubt the *Magdala* and *Abyssinia* are obsolete in design, but their hulls are perfectly sound, and their equipment is fairly well up to date. They will serve for the purposes of drill, and their men will be able to take their stations on the flag-ship, for instance, fresh and fully equal to their duty. But it cannot be denied that for the purpose for which they were originally designed the *Magdala* and *Abyssinia* are now practically useless. An enemy's long-range guns could blow Bombay to ruins for all these two ships could do. But when the defective defences of Gibraltar have been made good, Bombay may attract attention. No one will seriously attempt to assert that the Defence Squadron as it at present exists is efficient. Instead of the *Magdala* and *Abyssinia*, Bombay should have a couple of fast cruisers capable of steaming out to engage an enemy, or to join the Admiral in whatever waters he might require them, and if one of them is to be kept in reserve, the depot ship should have enough men to man the second cruiser at a moment's notice. But it is not merely the Defence Squadron which is unsatisfactory. The whole of the East India Squadron requires attention. India plays enough to secure much better protection than she receives, but with the exception of the

flagship there is not one ship fit for service in Eastern waters. The *Sphinx* is capable of doing the police work in the Gulf, which is her special duty, but a single shot would disable her and leave her at the mercy of her foe. The *flagship*, five good swift cruisers and the present number of shallow draft gunboats would constitute an efficient squadron for all purposes. With a couple of modern destroyers thrown in, we should have a fleet capable of fulfilling all requirements and the Defence Squadron as a separate organisation might conveniently cease to exist. Representations on the subject are likely to be made to the Admiralty, as naval officers are agreed that the necessity for sweeping changes is imperative.

## A REMARKABLE CRIMINAL.

The most remarkable case of revival after execution was perhaps that of a man at Orleans, who in 1747 was broken on the wheel. The thighs, legs, and arms were broken, and the executioners, believing the victim to be dead, handed him to the surgeon. He was laid out in the anatomical theatre to be lectured upon, when to the astonishment of the lecturer and the pupils the corpse sneezed violently. Then the surgeon determined to save his life if possible, so he commenced his lecture by amputating the subject's two legs and one of his arms. When he was well he was conveyed at his own request in a cart to a place fifty leagues from Orleans, where he said he intended to gain his living by begging.

Seated by the roadside at the edge of a wood he passed for a soldier who had lost his limbs in the war. One day a drover, being solicited for aims by him, stooped down to put a copper in his pouch, when he saw a curious shadow, and lifted his head just in time to save it from being smashed in by an iron bar which the beggar grasped in his only hand. The beggar was arrested, and three men were discovered in a cave. These men were in the habit of lying concealed until the drover blew a whistle. Then they came out and carried his prey into the cave, where they robbed the body, and buried it. It was proved that the wayside beggar had pushed off quite a dozen people for his accomplices, who carried him out every morning and set him by the side of the road to do his "day's work." All that was left of the amiable gentleman was again broken on the wheel, and this time, to make sure, his body was burned, and the ashes scattered to the winds.—*Lancet in the Register.*

## AN OCEAN DERELICT REMOVED.

NEW YORK, June 13th.

A special to the *Star* from Washington says: The career of an ocean derelict which has been wandering around in the North Atlantic ocean for many months has been cut short by the *Hartford*, Admiral Farragut's famous Mobile bay flagship. The derelict served a good purpose, as she enabled the blue-jackets to have target practice under conditions approaching as nearly as possible to those of actual warfare. The derelict was the lumber-laden schooner *Isaac H. Kellin* of Bridgeport, N. J. She was abandoned in a sinking condition months ago.

On May 16th at twenty minutes past midnight the *Hartford*, while on her way from this country to Portsmouth, England, came across her right in the path of east-bound ocean travel between New York and Europe. The *Hartford*, stuck by her until daybreak. Then Commander Hewley called the crew to quarters and with the derelict as a target had an imaginary engagement with the enemy, using all the *Hartford's* big guns. When the target practice was over Commander Hewley sent the men aboard the derelict to set her on fire. She was burning rapidly when the *Hartford* drew away. The *Kellin* was regarded as a menace to navigation, and particularly to the fast passenger steamships between the United States and Europe.

## U. S. CENSUS STATISTICS.

WASHINGTON, June 18th.

The census to day issued a bulletin giving the population of incorporated places in the country. The bulletin shows that there are 10,602 such places, as compared with 7,378 in 1890. The bulletin shows thirty-eight cities containing more than 100,000 people each. Of the large cities in 1900 three—New York, Chicago and Philadelphia—contain more than a million inhabitants, the same as in 1890, while for cities having between 500,000 and 1,000,000 inhabitants there are 1900 number three, as against one only in 1890. There were no cities in 1900 containing between 400,000 and 500,000 inhabitants, but at the census of 1890 there were three cities of this class. On the other hand there are five cities in 1900 with a population of between 300,000 and 400,000, but in 1890 there were no cities coming between these limits of population. Of the total number of places in the list, almost one-half or 4318, contain more than 500 people, while there are 2,015 places of between 500 and 1,000. Of the states, Illinois leads with 930 incorporated towns, and Pennsylvania comes next with 833. New York has 438 such places, against 390 in 1890. There are 100 incorporated municipalities in Alaska. The incorporated places contain in the aggregate, 35,849,516 inhabitants, as compared with a total of 26,079,823 persons living in incorporated places in 1890.

The combined population in the incorporated towns and cities constitutes 47 per cent. of the population of the entire country as against 41 per cent. in the towns in 1890. In the State of New York, which takes the lead in this respect, 77 per cent. of the people live in the cities and towns, as against 60 per cent. in 1890. In six other states, namely, Massachusetts, Illinois, Rhode Island, Pennsylvania, Colorado and Connecticut, more than two-thirds of the people live in the incorporated places. Mississippi has the smallest percentage of people living in towns, the percentage being 15.

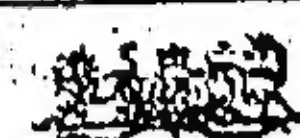
## CAN'T REMEMBER SUCH TRIFLES.

We clip the following paragraph from a recent *Full Mail Gazette*—

That the pro-Boers have little regard for the effect of their words and their actions is notorious; but, all the same, it would be interesting to know whether their ranks can furnish many such as the Rev. Professor James Orr, D.D., of the Free Church College, Glasgow. North of the Tweed Professor Orr has acquired a wide reputation for his whole-hearted championship of the Boers, but his latest achievements are particularly instructive. The other day some reference was made to an appeal to the pro-Powers of Europe, signed by a number of pro-Boers, protesting against the alleged violation of the provisions of the Hague Convention; denouncing the "system of devastation and confiscation" resorted to by the British commanders in South Africa; declaring that the actions of these show "a reversion to the practices of barbarism"; and asking prompt and friendly representations by the Powers. (That such "representations" would be treated by this country as the reverse of "friendly" did not, of course, trouble the signatories.) Among the names mentioned were the names of James Orr, D.D., and one of the Edinburgh newspapers expressed some curiosity whether this was the Rev. Professor Orr,

of the Glasgow Free Church College. Dr. Orr at once wrote declaring indignantly "I know nothing of the document," and was thereupon referred to the columns of the *Manchester Guardian* for particulars of the "solemn protest." Evidently such perusal has refreshed his memory, for now comes another letter, acknowledging the signature, and explaining in the calmest and most matter-of-fact way that he had "simply" forgotten the "incident." Imagine a man setting his hand to a formal and solemn document addressed "To the signatory Powers of the Hague Convention of Arbitration and of the Rules and Usages of the War," accusing his own countrymen of the "practices of barbarism" and of transgressing "the limits laid down in the name of humanity and civilization"—and then forgetting he had done so! Clearly Professor Orr of Glasgow attaches very little importance to his actions.

## Auction.



## GOVERNMENT NOTIFICATION.

THE following Particulars and Conditions of Sale of Crown Land by Public Auction, to be held at the Offices of the Public Works Department, on

MONDAY,

the 29th day of July, 1901, at 3 P.M., are published for general information.

By Command,

J. H. STEWART LOCKHART,

Colonial Secretary's Office,

Hongkong, 13th July, 1901. [779c]

Particulars and Conditions of the letting by Public Auction Sale, to be held on Monday, the 29th day of July, 1901, at 3 P.M., at the Offices of the Public Works Department, by Order of His Excellency the Governor, of One Lot of CROWN LAND at Queen's Road East, in the Colony of Hongkong, for a term of 75 Years, with the option of renewal at the CROWN RENT to be fixed by the Surveyor of His Majesty the KING, for one further term of 75 years.

PARTICULARS OF THE LOT.		Boundary Measurements.		Contents in Square Feet.		Annual Rent.		Upset Price.	
No. of Sale.	Locality.	N.	S.	E.	W.	£	s.	£	s.
1	Queen's Road East.	50	50	15	15	750	10	750	10

## For Sale.

## FOR SALE.

THE German Steamer

"MÜNCHEN"

4,536 tons gross, 2,855 tons nett.

as she now lies in the COSMOPOLITAN DOCK at Kowloon, Hongkong, in damaged condition, with all her gear, tackle, engines, boilers, machinery and appurtenances now on board.

For Particulars and Inspecting Order, apply to

MELCHERS & CO.,

NORDDEUTSCHER LLOYD.

Hongkong, 28th June, 1901. [679c]

## FOR SALE, CHEAP.

A COTTAGE PIANO by BORD, of PARIS, Three years old, in Excellent Condition. For Price, &c., apply to

THE ROBINSON PIANO CO.,

Hongkong, 27th May, 1901. [565c]

## To be Let.

## TO LET.

GODOWN—No 54, DUDELL STREET.

No. 1, STEWART TERRACE.—THE PEAK.

Apply to

THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.

Hongkong, 16th July, 1901. [709c]

## TO LET.

A HOUSE in RYON TERRACE.

"FAIRVIEW"—KOWLOON.

"THE RETREAT"—MOUNT KELLY.

Apply to

THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.

Hongkong, 13th July, 1901. [729c]

## TO LET.

THE GODOWN in WEST POINT, (Kennedy town), known as Feather Factory, now occupied by the Hongkong and Kowloon Wharf and Godown Co., Limited.

For particulars, apply to

LAUTS, WEGENER & CO.

Hongkong, 11th July, 1901. [725c]

## TO LET.

(From 1st August next).

NO. 3, ORMSBY TERRACE.—KOWLOON.

Apply to

PUN HUNG CENTRAL.

Hongkong, 17th July, 1901. [761c]

## Intimations.

CHS. J. GAUPP & CO.

CHRONOMETER, WATCH, AND CLOCK MAKERS, JEWELLERS, SILVER SMITHS, AND OPTICIANS.

CHARTS AND BOOKS.

NAUTICAL INSTRUMENTS.

Sole Agents for Louis Audemars' Watches awarded the highest Prize at every Exhibition, and for Vaiglander and Son's CELEBRATED OPERA GLASSES, MARINE GLASSES, and SPYGLASSES. Nos. 44 & 46, QUEEN'S ROAD CENTRAL.

## MEE CHEUNG,

PHOTOGRAPHER.

TOP FLOOR OF ICE HOUSE, 111, Ice House Road.

IS now in a position, in his New and Commodious Premises, to eclipse, as heretofore, ALL PHOTOGRAPHIC ART PRACTICED in the Colony or in any part of the Far East.

GROUPS AND VIEWS a speciality.

Hongkong, 22nd September, 1898. [49]

## Intimations.

HONGKONG, CANTON AND MACAO STEAMBOAT COMPANY, LIMITED.

## NOTICE TO SHAREHOLDERS.

THE SEVENTEENTH ORDINARY HALF-YEARLY MEETING OF SHAREHOLDERS in the Company will be held at the OFFICE of the Company, No. 18, Bank Buildings, Queen's Road Central, on TUESDAY, the 6th August, at 12 o'clock, Noon, for the purpose of receiving a Report of the Director, together with a Statement of Accounts, declaring a Dividend and electing Directors and Auditors.

The TRANSFER BOOKS of the Company will be CLOSED from the 24th July to the 6th August inclusive.

By Order of the Board of Directors,

T. ARNOLD, Secretary.

Hongkong, 16th July, 1901. [733c]

THE HONGKONG LAND INVESTMENT AND AGENCY COMPANY, LIMITED.

AN INTERIM DIVIDEND of Six Dollars per Share for the six months ending 30th June, 1901, being at the RATE of TWELVE per Cent per annum, will be PAYABLE on the 27th instant, on which Date DIVIDEND WARRANTS may be obtained on Application at the Company's Office, No. 5, Queen's Road Central.

The TRANSFER BOOKS of the Company will be CLOSED from the 22nd to the 27th instant, (both Days inclusive).

By Order of the Board of Directors,

A. SHELTON HOOPER, Secretary.

Hongkong, 8th July, 1901. [726c]

THE WEST POINT BUILDING CO., LIMITED.

AN INTERIM DIVIDEND of One Dollar and FIFTY Cents per Share for Six Months ending 30th June, 1901, will be PAYABLE on the 27th instant, on which Date DIVIDEND WARRANTS may be obtained on Application at the Company's Office.

The TRANSFER BOOKS of the Company will be CLOSED from the 22nd to the 27th instant, (both Days inclusive).

By Order of the Board of Directors,

A. SHELTON HOOPER, Secretary to the Hongkong Land Investment and Agency Company, Limited.

General Agents, The West Point Building Co., Limited.

Hongkong, 8th July, 1901. [728c]

## THE PROBLEM SOLVED!

WHERE TO STAY IN KOREA?

## STATION HOTEL,

SEOUL, KOREA.

CLOSE TO TERMINAL PLATFORM. DO NOT ALIGHT AT SOUTH GATE.

The only Hotel in Korea where every department is under the direct personal supervision of the Proprietors. Large open spaces. Quick, healthy situation, away from the glare of Military Display.

Every accommodation for visitors. Excellent cuisine. Terms moderate. Guides can be obtained for visiting the places of interest in and around Seoul. Our own men meet all trains and take charge of visitors' luggage. Tiffins, dinners and suppers provided on the spot.

shortest notice in private rooms.

## EXTRA INDUCEMENTS TO PERMANENT BOARDERS.

SPECIAL TERMS TO MISSIONARIES.

W. H. EMBERLEY, Proprietor.

## C. E. WARREN,

BUILDING CONTRACTOR,

No. 25, ABERDEEN STREET.

SANITARY APPLIANCES SUPPLIED AND FIXED, DRAINS, TRAPS, WASTE PIPES, &c., CLEANSED AND REPAIRED. Sanitary Board Notices receive prompt attention. Agent for MOSAIC TILES. Prices on Application. [558c]

## NOTICE.

M. R. C. E. WARREN begs to inform his numerous Customers that he will REMOVE his Office to more commodious Premises at WYNDHAM STREET (Opposite to the CLUB GERMANIA) on the 1st August next.

Hongkong, 23rd July, 1901. [780c]

## A. LING &amp; Co.,

FURNITURE STORE.

(Next Door to Messrs. WATKINS & Co.)

QUEEN'S ROAD CENTRAL.

Speciality: FODCHOW LACQUER WARE.

Hongkong, 18th June, 1901. [642c]

## JUST UNPACKED.

BEST GERMAN SAUSAGES of a well known make, in small and large tins, of various kinds.

Finest WESTPHALIAN HAMS.

H. RUTTENBERG, 49 & 51, Elgin Road, Kowloon.

Hongkong, 13th July, 1901. [34]

## BOARD

AND

RESIDENCE.

MRS. HUBBARD.

166, QUEEN'S ROAD EAST.

Hongkong, 23rd July, 1901. [781c]

## NOTICE.

THE BEST PREVENTIVE OF ALL INFECTIOUS DISEASES.

J. EYES FLUID.

W. G. HUMPHREYS & Co., Bank Buildings.

Hongkong, 10th March, 1897. [137]

## Intimations.

PETER SYS' WONDERFUL SPECIFIC. THE only remedy at present known as an INFALLIBLE and PERMANENT CURE for SPRUE, DYSENTERY, DIARRHOEA, HEMORRHOGE and ULCERATION of the BOWELS.

Recommended by some of the Chief Specialists of the Medical Profession.

Sole retail by Messrs. Chemists and Wholesale.

THE PETER SYS COMPANY, (Proprietors and Sole Manufacturers) 9, Old China Street, Shanghai.

10th October, 1898.

THE LATEST! THE BEST! THE CHEAPEST!

EMPIRE-ADLER TYPEWRITER, MANUFACTURED BY THE WORLD RENOWNED ADLER BYCICLE FACTORY AT FRANKFORT O/M.

SOLE AGENT FOR HONGKONG AND CHINA.

LEOPOLD SPATZ & Co., HONGKONG, New Victoria Hotel Building.

The Public is requested to take due notice that a much inferior machine has been lately brought into this market under the name "EMPIRE." The Genuine Empire-Adler Typewriter is obtainable only at

LEOPOLD SPATZ & CO.

Hongkong, 9th July, 1901. [733c]

W. H. POTTS & Co., 3, QUEEN'S BUILDINGS.

WINE, SPIRIT AND CIGAR MERCHANTS.

DIRECT IMPORTERS:

ALHAMBRA CIGAR, "KIRIN" BEER, HARVEY'S OLD VINTAGES.

Hongkong, 9th July, 1901.

UNTOUCHED BY HAND.

MELLIN'S FOOD

For INFANTS and INVALIDS.

When prepared is similar to Breast Milk.

MELLIN'S FOOD WORKS, PITCHAM, LONDON, ENGLAND.

G. GIRAULT, 6, QUEEN'S ROAD CENTRAL.

ARRIVAL of the LATEST PRESERVED AMERICAN DAINTIES.

Just Opened, Call and Inspect, Best quality, direct from the Factory.

Hongkong, 25th June, 1901. [667c]

F. BLACKHEAD & CO., SHIP-CHANDLERS, SAILMAKERS, COAL AND PROVISION MERCHANTS, NAVAL CONTRACTORS AND GENERAL COMMISSION AGENTS.

PRAYA CENTRAL HONGKONG, SOAP MANUFACTURERS.

SOLE AGENTS FOR HARTMANN'S RAHTJEN'S GENUINE COMPOSITION RED HAND BRAND, HARTMANN'S GREY PAINT, DAIMLER'S PATENT MOTOR LAUNCHES, &c., &c.

Sole Agents for FERGUSON'S SPECIAL CREAM and P. & O. SPECIAL LIQUOR SCOTCH WHISKY, &c.

EVERY KIND OF SHIP'S STORES AND REQUISITES ALWAYS IN STOCK.

REASONABLE PRICES.

Hongkong, 14th May, 1901. [71c]

NEW GOODS.

PLENTY IN HAND.

JAPANESE CURIOS.

D. NOMA, No. 12, Beaconsfield Arcade, Opposite the City Hall.

Hongkong, 10th April, 1900. [41]

NOTICE.

THE Office of the Underment d will be REMOVED to NEW VICTORIA HOTEL BUILDINGS, corner Queen's Road and Ice House Street on the 1st August.

GODDARD & DOUGLAS.

Hongkong, 13th July, 1901. [743c]

WANTED.

A POST as BOOKKEEPER by a Competent Man.

Apply to "T" C/o This Office.

A SURVEYOR seeks Employment.

Apply to "U" C/o This Office.

Hongkong, 4th July, 1901.

SIEN TING, SURGEON DENTIST.

No. 14, D'ARVILLE STREET.

TERMS VERY MODERATE.

Consultation free.

Hongkong, 27th September, 1900. [30]

DENTISTRY.

AMERICAN SYSTEM, WONG HO-MI, SURG. DENTIST.

TERMS MODERATE. CONSULTATION FREE.

50, QUEEN'S ROAD CENTRAL.

Hongkong, 2nd January, 1901. [8c]

DENTISTRY.

SUI SANG, (Lately Practising with Dr. I. SARATA), DENTIST.

No. 4, Queen's Road Central.

Hongkong, 3rd January, 1901. [16a]



**Consignees.**  
NOTICE TO CONSIGNEES.  
FROM NEW YORK, STRAITS AND MANILA.  
THE Steamship  
"GLAMORGANSHIRE,"  
Captain Davies, having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, at Kowloon and stored at Consignees' risk and expense.  
No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 27th instant will be subject to rent.  
All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 26th instant, at 2.30 P.M.  
No Fire Insurance has been effected.  
Bills of Lading will be countersigned by SHEWAN, TOMES & Co., Agents.  
Hongkong, 20th July, 1901. [772c]

**Consignees.**  
NOTICE TO CONSIGNEES.  
FROM TRIESTE, PORT SAID, ADEN, KARACHI, BOMBAY, PENANG, AND SINGAPORE.  
THE Steamship  
"FRANZ FERDINAND,"  
having arrived, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, at Kowloon and stored at Consignees' risk and expense.  
No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 27th instant will be subject to rent.  
All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 26th instant, at 2.30 P.M.  
No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 27th instant, will be subject to rent.  
Bills of Lading will be countersigned by SANDER, WIELER & Co., Agents.  
Hongkong, 22nd July, 1901. [777c]

**Consignees.**  
NOTICE TO CONSIGNEES.  
FROM HAMBURG, ROTTERDAM, PENANG AND SINGAPORE.  
THE H.A.L. Steamship  
"ALEXANDRIA,"  
Captain Rorden, having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, at Kowloon and stored at Consignees' risk and expense.  
No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 27th instant, will be subject to rent.  
All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 26th instant, at 2.30 P.M.  
No Fire Insurance has been effected.  
Bills of Lading will be countersigned by HAMBURG-AMERICA LINE, Hongkong Office.  
Hongkong, 22nd July, 1901. [774c]

**Consignees.**  
NOTICE TO CONSIGNEES.  
FROM BOMBAY.  
THE Steamship  
"MELPOMENE,"  
having arrived, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, at Kowloon and stored at Consignees' risk and expense.  
No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 27th instant, will be subject to rent.  
All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 26th instant, at 2.30 P.M.  
No Fire Insurance has been effected.  
Bills of Lading will be countersigned by SANDER, WIELER & Co., Agents.  
Hongkong, 23rd July, 1901. [775c]

**Consignees.**  
NOTICE TO CONSIGNEES.  
FROM HONGKONG MARU.  
are hereby notified that their Goods are at their risk being discharged into Lighters and/or landed into our Godowns at Wanchai and delivery may be had either from Lighters or from our Godowns upon countersignature of Bills of Lading.  
Goods remaining undelivered after the 29th instant, will be subject to rent.  
No Fire Insurance has been effected.  
GEORGE ECKLEY, Acting Agent.  
Hongkong, 22nd July, 1901. [776c]

**Intimations.**  
NOTICE OF REMOVAL  
I BEG to inform my Patrons and Public Generally that I have REMOVED my Stores from No. 13 to No. 5, D'AGUILAR STREET.  
H. RUTTONJEE,  
Hongkong, 27th April, 1901. [778c]

**NOT RESPONSIBLE FOR DEBTS.**  
Neither the CAPTAIN, the AGENTS, nor the OWNERS will be RESPONSIBLE for any DEBT contracted by the Officers or the Crews of the following Vessel during her stay in Hongkong Harbour:  
SEA WITCH, American ship, Howes, Master.

**Shipping.**  
**STEAMERS.**  
TO IMPORTERS FROM THE UNITED STATES.  
THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED,  
having Established a REGULAR SERVICE of STEAMERS FROM SEATTLE (Puget Sound) to JAPAN, CHINA and the PHILIPPINES, in conjunction with the  
GREAT NORTHERN RAILWAY LINES of the United States, are prepared to contract for the conveyance of Goods from the Pacific Coast and interior points of U.S.A. to the Orient.

**THE Steamship**  
"KINTUCK,"  
Sails from Seattle about the 12th of July;  
"CHINGWO,"  
Sails from Seattle about the 21st of July;  
"HYSON,"  
Sails from Seattle about the 14th of August;  
"KAISOW,"  
Sails from Seattle about the 24th of August;  
"YANGTZE,"  
Sails from Seattle about the 27th of September; and will be followed by the Company's regular sailings.  
For further particulars, apply at THE CHINA MUTUAL STEAM NAVIGATION CO.'S OFFICES, NEW YORK; To the Agents of the Company at Japan, China, Hongkong, Philippines and Straits; FRANK WATERHOUSE & Co., General Western Agents, SEATTLE; or to GEO. SUTHERLAND, General Agent for the East, SHANGHAI.  
JARDINE, MATHESON & Co., Agents.  
Hongkong, 18th July, 1901. [683c]

**Intimations.**  
THE CHINA & JAPAN TELEPHONE COMPANY, LIMITED.  
HONGKONG EXCHANGE.  
OPEN DAY AND NIGHT.

**SUBSCRIPTIONS.**  
EXCHANGE LINES, \$50 Per Annum.  
PRIVATE LINES, \$100 Per Annum.  
NO CHARGE FOR INSTALLATION.

**BATTERIES,**  
**CHEMICALS,**  
**ELECTRIC BELLS,**  
**INSULATORS,**  
**LIGHTNING CONDUCTORS,**  
**SWITCHES,**  
**TELEPHONES,**  
**WIRE, &c., &c.**

**ELECTRIC SUPPLIES OF EVERY DESCRIPTION IN STOCK.**  
INCLUDING—  
**BATTERIES,**  
**CHEMICALS,**  
**ELECTRIC BELLS,**  
**INSULATORS,**  
**LIGHTNING CONDUCTORS,**  
**SWITCHES,**  
**TELEPHONES,**  
**WIRE, &c., &c.**

**ELECTRIC BELL INSTALLATIONS,**  
Erected and kept in order.  
Estimates given for all kinds of Electrical work.  
Trained Mechanics sent to Out-Ports to fit up Installations if required.

**NOTE ADDRESS—2, ICE HOUSE ROAD.**  
For full Particulars, &c., &c.,  
Apply to  
W. STUART HARRISON,  
Manager.  
Hongkong, 13th December, 1900. [779c]

**A CURE FOR ASTHMA IN GRIMAUD'S INDAN CIGARETTES**  
Asthmatic people who suffer from Oppression in breathing, stifling sensations, Hoarseness, and Loss of voice, Nervous coughs, Laryngitis, Colds, with Wheezing, Bronchitis, Insomnia, Catarrhal affections, and difficulty in Expectoration, are promptly relieved by these Cigarettes.  
GRIMAUD & CO., Paris, sold by all Chemists.

**GRIMAUD'S Matico Capsules AND INJECTION**  
Renowned Physicist prescribes Grimaud's Matico as the most active and at the same time the most innocuous remedy in the treatment of Acute and Chronic Discharges. These Capsules, unlike Copaluba, have not the inconvenience of producing Nausea.  
MATIO INJECTION is used in recent and chronic cases.  
GRIMAUD & CO., Paris, sold by all Chemists.

**The Share Market.**  
**LATEST QUOTATIONS.**  
(July 25th).  
Companies. Paid up Capital. Latest quotation.

Companies.	Paid up Capital.	Latest quotation.
Hongkong & Shanghai Banking Corporation.	\$125	89 1/2 premium
The Bank of China & Japan, Limited.	£ 5	Nominal
The Bank of China & Japan, Limited.	£ 4	£1
The Bank of China & Japan, Limited.	£ 1	£5 1/2 buyers
Union Ins. Society of Canton, Ltd.	\$ 50	\$340 sellers
China Traders' Ins. Co., Ltd.	\$ 25	\$60 sellers
North China Ins. Co., Ltd.	£ 25	Tls. 180 sellers
Yantai Ins. Assoc. Ltd.	£ 60	\$120 nominal
Canton Ins. Office, Ltd.	\$ 50	\$180 sellers
Straits Ins. Co., Ltd.	\$ 20	\$1

Companies.	Paid up Capital.	Latest quotation.
Hongkong Fire Ins. Co., Ltd.	\$ 50	\$345 sales
China Fire Ins. Co., Ltd.	\$ 20	\$84 sales
Hongkong, Canton & Macao Steamboat Co., Limited.	\$ 15	\$35 1/2 buyers
Indo-China Steam Navigation Co., Ltd.	£ 10	\$138 1/2 buyers
China & Manchuria S.S. Co., Ltd.	\$ 40	\$62 sellers
Douglas Steamship Co., Ltd.	\$ 50	\$55
China Mutual S. N. Co., Ltd. (Pref.)	£ 10	£12 buyers
China Mutual S. N. Co., Ltd. (Ord.)	£ 10	£12 buyers
China Mutual S. N. Co., Ltd. (Ord.)	£ 5	£7 buyers
Star Ferry Co., Ltd.	\$ 2 1/2	\$9 buyers
"Shell" Transport & Trading Co., Ltd.	£ 1 1/2	£2 1/2 buyers

Companies.	Paid up Capital.	Latest quotation.
China Sugar Refining Co., Ltd.	\$100	\$140 sales
Luzon Sugar Refining Co., Ltd.	\$100	\$36 sellers
Punjom Mining Co., Ltd.	\$ 9	\$5 sales
Punjom Mining Preference Shares	\$ 1	\$1.20
Societe Francaise des Charbonnages du Tonkin	£ 250	\$35 1/2
Queen Mines, Ltd.	£ 25	5 cents
Yelebu Mining and Trading Co., Ltd.	\$ 5	\$4 sellers
Raub Allain Gold Mining Co., Ltd.	£ 100	\$13
Oliver Freehold Mines, Ltd.	\$ 5	\$1
Oliver Freehold Mines, Ltd.	\$ 5	\$1
Doeks, Wharves and Godowns.	\$ 50	\$300
Hongkong & Whampoa Dock Co., Ltd.	\$ 50	\$102 1/2 sellers
Hongkong & Kowloon Wharf and Godown Co., Ltd.	\$ 37 1/2	nominal
Wanchai Warehouse and Storage Co., Ltd.	\$ 6 1/2	\$24 buyers
New Amoy Dock Co., Ltd.	\$ 10	\$9 1/2 sellers
Lands, Hotels and Buildings.	\$100	\$197 buyers
China Provident Loan & Mortgage Co., Ltd.	\$ 30	\$30 sellers
Hongkong Land Investment & Agency Co., Ltd.	\$ 50	\$54
Kowloon Land and Building Co., Ltd.	\$ 50	\$130 sellers
West Point Building Co., Ltd.	\$ 50	\$70
H'kong Hotel Co., Ltd.	\$ 10	\$134 sales
Oriente Hotel Co., Ltd.	\$ 10	\$134 sales
Humphrey's Estate & Finance Co., Ltd.	\$ 10	\$134 sales

Companies.	Paid up Capital.	Latest quotation.
Hongkong Cotton Spinning & Weaving Co., Ltd.	\$100	Tls. 100
Ewo Cotton Spinning & Weaving Co., Ltd.	\$100	Tls. 100
International Cotton Mfg. Co., Ltd.	\$100	Tls. 40
Loo-kuang-mow Cotton Spinning & Weaving Co., Ltd.	\$100	Tls. 100
Wai-choi Cotton Spinning Co., Ltd.	\$100	Tls. 100
Yeh-choi Cotton Spinning Co., Ltd.	\$100	Tls. 100
Vahluong Cotton Spinning Co., Ltd.	\$100	Tls. 100
China Cotton Spinning Co., Ltd.	\$100	Tls. 100
Alhambra, Limited	\$500	\$1,500 sellers
Philippine Tobacco Trust Co., Ltd.	\$ 50	\$60

Companies.	Paid up Capital.	Latest quotation.
Green Island Cement Co., Ltd.	\$ 10	\$21 sales
China-Borneo Co., Ltd.	\$ 15	\$38
A. S. Watson & Co., Limited	\$ 10	\$16 sales
Watkins Limited	\$ 10	\$10 buyers
Hongkong Electric Co., Limited	\$ 10	\$12 sales
Hongkong Electric Co., Limited	\$ 5	\$6
Hongkong and China Gas Co., Ltd.	£ 10	\$140 buyers
Hongkong Rope Manufacturing Co., Ltd.	\$ 50	\$172 1/2
Gen. Fenwick & Co., Ltd.	\$ 25	\$55 sellers
H'kong Ice Co., Ltd.	\$ 25	\$185 buyers
H'kong High-Level Tramway Co., Ltd.	\$100	\$275 buyers
Dairy Farm Co., Ltd.	\$ 5	\$8 sales
Hongkong and China Bakery Co., Ltd.	\$ 50	\$50
Campbell, Noyce and Co., Ltd.	\$ 10	\$30 buyers
Bell's Asbestos East-ern Agency, Ltd.	£ 1	\$1.10
United Asbestos Oriental Agency, Ltd.	\$ 4	\$14 1/2 sellers
Tebrau Planting Co., Ltd.	\$ 5	\$3 sellers
Universal Trading Co., Ltd.	\$ 20	\$20 sales
H.K. Steam Water-boat Co., Ltd.	\$ 5	\$8 buyers
China Light & Power Co., Ltd.	\$ 20	\$20
Robinson Pines Co., Ltd.	\$ 10	\$10
Manila Investment Co., Ltd.	\$ 50	\$56 1/2 sellers

**Benjamin Kelly & Potts, Share Brokers.**  
Telegraph Address—"Riplo."  
Telephone No. 118

**Visitors at the Hongkong Hotel.**  
Angus, Mrs.  
Arnold, Mr. H.  
Aughim, Mrs.  
Auld, Mr. J. S.  
Bailey, Mr. W. S.  
Benjamin, Mr. F. J. G.  
Berger, Mr. F. J. G.  
Black, Mr. J. C.  
Blair, Mr. C. E.  
Bowers, Dr. F. H.  
Brown, Mr. R. H.  
Brown, R.E., Major W.  
Browne, Mr. J.  
Bruce, Mr. and Mrs.  
Busuolow, Mr.  
Cameron, Mr. D. H.  
Clark, Dr. & Mrs. F.  
Clark, Mrs.  
Cole, Mr. G. E.  
Colson, Mr. J. S.  
Cunningham, Mr. P. A.  
Denroche, Mr. P. C.  
Devilbiss, Mr. D. M.  
Discombe, Mr. G. M.  
Dorehill, R.A., Major Douglas, Mr. H. A.  
Dyball, Mr. P. S.  
Fenold, Mr. and Mrs. Glover, Mr. C.  
Gibson, Mr. Kennedy  
Goddard, Mr. W. W.  
Gow, Mr. James  
Grant, Mr. John  
Grainger, Mr. E.  
Harold, Mr. W.  
Henningsen, Mr. H. F.  
Howard, Mr. Thos.  
Hughes, Mr. W. K.  
Huke, Mr. A. N.  
James, Capt.  
Irving, Mr. E. N.  
Johansen, Mr. and Mrs. Kisch, Mr. E. A.  
Kloster, Mr. and Mrs. F.  
Kne, Mr. and Mrs. F.  
Kirkwood, Mr. J.  
Lazarus, Mr. N.  
Little, R.E., Major E. P.  
Long, Mr. and Mrs. D. M.  
Macdonald, Mr. D.  
Mackenzie, Mr. J.  
Grant Maclean, Mr. and Mrs. J. T.  
Marlow, Mr.  
McWade, Mrs.  
Meurer, Mr. A.  
Monini, Mr. H.  
Parfitt, Mr. W.  
Pascual, Mr. C.  
Pry, Mr. C.  
Pry, Mr. S. D.  
Reel, Dr. L. R.  
Robertson, Miss A. & U.  
Robinson, Mr. W. R.  
Rolle, Mr.  
Salerno, Mr. Von.  
Sawyer, Mrs. W. E.  
Schow, Mr. C.  
Sergeant, Mr. P. W.  
Smithers, Mr. R. G.  
Stevens, Mr. H. Coyne  
Taylor, Mr. D. G.  
Thomas, Mr. Harry  
Thomson, Dr. and Mrs. J. C. and child  
Tibbey, Mr. H. M.  
Valentine, Mr.  
Walcman, Mr. G. H.  
Watts, Mr. and Mrs. Frank W.  
Whaley, Mr. W. J. G.  
Whitely, Mrs. William  
Wild, Lieut. and Mrs. Bagnall  
Williamson, Mr. and Mrs. A. A. and child  
Williamson, Mrs. J. and child  
Woodward, Mr. T. A.  
Woolton, Mr. J. J.

**Visitors and Residents at the Peak Hotel.**  
Beattie, Mr. James  
Benjamin, Mr. S. S.  
Bonnar, Mr. J. W. C.  
Brawn, R.E., Col. L. F.  
Brayne, Mr. H. F. R.  
Brusse, Mr. G.  
Collard, Col. A. W.  
Craw, Mr. J. L.  
Crookenden, Col.  
Dann, Mr. George H.  
Drion, Mr. F.  
Eckiel, Mr. J. S.  
Ezekiel, Mr. R. M.  
Fraser, Mr. Andrew  
Fraser, Mr. and Mrs. H. W.  
Glover, Mrs.  
Graham, Mr. D. M.  
Gumpert, Mr. and Mrs. G. M.  
Harston, Dr. and Mrs. G. M.  
Hughes, Col. G. A.  
Jack, Mrs. W. C. and family  
Jeffries, Mr.  
Jeffries, Mr. H. N.  
Lang, Dr. K.  
Lee, Mr. J. E.  
Mackie, Mr. Gordon  
Martin, Mr. R.  
Miller, Mr. and Mrs. P.  
Mills, Miss  
Perrot, Col.  
Pitt, Mr. John R.N.  
Pollock, Hon. H. C.  
Prynn, Capt. R.A.M.C.  
Prynn, Mrs.  
Quinn, Mr. W. A. (U. S. Consul)  
Ruble, Mrs. W. A.  
Ruble, Mrs. W. A., child and maid  
Rumsey, R.N., Hon. R. Murray  
Shellin, Mr. Edward  
Sinclair, Mr. A.  
Stokely, Mr. & Mrs. Stokes, Mr. A. G.  
Tomlin, Mr. J. S.  
Tomlin, Mr. J. S.  
Wheeler, Mr. H. B.  
Wheeler, Lt. Col. J. L.  
Wilson, Mrs. W. and child  
Wright, Mr. and Mrs. H. Taylor

**CRAIGIEBURN.**  
Anderson, Mr. Jas.  
Beattie, Mr. and Mrs. Langlands, A.O.D.  
J. M.  
Brown, Mr. and Mrs. Pye, Mr. E. Burns  
H. Matheson  
Crouch, Mr. J. W.  
Edwards, Mr. G. H.  
Grimble, Mr. & Mrs. G. Yeats, Mr. and Mrs. Heemskerk, Mr. J. B. F. H.  
Helms, Mr. W.

**Kowloon Hotel.**  
Cameron, Capt. E. D. Musgrave, Mrs. C. R.G.A.  
Craw, Mr. J. Lewis  
Holden, Capt. H. N.  
Laxton, Mr. R. W.

**EXCHANGE.**  
Hongkong, 25th July.  
ON LONDON, Telegraphic Transfer, 1/11 3/16  
Bank Bills, on demand, 1/11 1/4  
Credits, 4 months' sight, 1/11 1/4  
Diments, 4 months' sight, 1/11 1/4  
ON BERLIN, (demand) 1/11 1/4  
ON PARIS, Bank Bills, on demand, 2/28  
Credits, 4 months' sight, 2/28  
ON NEW YORK, Bank Bills, on demand, 47 1/2  
Credits, 30 days' sight, 47 1/2  
ON HONGKONG, Telegraphic Transfer, 145 1/2  
On demand, 145 1/2  
ON SHANGHAI, Telegraphic Transfer, 732 1/2  
Private 30 days' sight, 732 1/2  
ON YOKOHAMA, 1/11 1/4  
Sovereigns, Bank's buying rate, 50/10  
Gold Leaf 100 touch, per tael, 53/25  
Bar Silver, 53/25  
Dollars, 53/25

**OPIMUM QUOTATIONS.**  
Hongkong, 25th July.  
New Patna, 350 per chest.  
Old Patna, 350 per chest.  
New Benares, 350 per picul.  
Old Benares, 350 per picul.  
New Malwa, 350 per picul.  
Old Malwa, 350 per picul.  
Berkian, paper tied, 815

**VESSELS IN PORT.**  
**Steamers.**  
ANNA, Austrian steamer, 1,317, R. Stuparich, 23rd July—Swatow 22nd July, Ballast—Lau, Wagon & Co.  
ARRATON APCAR, British steamer, 2,879, E. Fey, 15th July—Singapore 10th July, General—David Sassoon, Sons & Co.  
BURNSIDE, American steamer, 1,400, A. H. Laffin, 14th April—Manila 11th April, Cable—Government.  
CANNING, British troopship, 1,587, Com. Lieut. Legger G. Warden, 24th July—Calcutta via Rangoon 6th July.  
CHARTERHOUSE, British steamer, 1,276, Strickland, 23rd July—Penang 14th July, and Singapore 16th, General—J. E. Williams, 23rd July—Madras 11th July, and Singapore 18th.  
CLARA, German steamer, 675, A. Hansen, 18th July—Pakhoi and Hoihow 16th July, General—Chinese.  
DAIJIN MARU, Japanese steamer, 899, T. Ogata, 19th July—Tamsui via Amoy and Swatow 14th July, General—Mitsui Bussan Kaisha.  
DEUTEROS, German steamer, 1,001, F. Frabm, 21st July—Saigon 18th July, Rice—Sensen & Co.  
ESMERALDA, British steamer, 966, J. McGinty, 22nd July—Manila 19th July, General—Shewan, Tomes & Co.

**GLAMORGANSHIRE, British steamer, 2,888, Davies, 20th July—Manila 17th July, General—Shewan, Tomes & Co.**  
**GLENOGLE, British steamer, 3,062, W. Frakes, 23rd July—Mojoi 18th July, Coal—Doddwell & Co., Ltd.**  
**HINSANG, British steamer, 1,560, P. M. B. Lake, 23rd July—Samarang 14th July, Sugar—Jardine, Matheson & Co.**  
**HOIHAO, French steamer, 509, M. Merlees, 14th July—Pakhoi and Hoihow 13th July, General—A. R. Marty.**  
**HONGKONG MARU, Japanese steamer, 6,159, W. E. Finner, 21st July—San Francisco 22nd June, via Honolulu 29th, Yokohama 12th July, Kobe 13th, Nagasaki 15th, and Shanghai 18th, Mails and General—J. S. Van Buren.**  
**KANAGAWA MARU, Japanese steamer, 6,159, W. E. Finner, 21st July—Yokohama via Kobe 13th July, and Moji 20th, General—Nippon Yusen Kaisha.**  
**KUTSANG, British steamer, 1,495, T. W. Selby, 16th July—Samarang 7th July, Sugar—Jardine, Matheson & Co.**  
**LAI SANG, British steamer, 2,224, G. Payne, 18th July—Mojoi 12th July, Coal—Jardine, Matheson & Co.**  
**LOONGSANG, British steamer, 1,092, G. S. Weigall, 22nd July—Manila 16th July, General—Jardine, Matheson & Co.**  
**LOOSCH, German steamer, 1,020, O. Fuchs, 21st July—Bangkok 6th July, Rice and Teakwood—Butterfield & Swire.**  
**MARICE, Austrian steamer, 1,901, M. Freighlich, 24th July—Mojoi 16th July, Coal—Sander, WIELER & Co.**  
**MUNCHEN, German steamer, 4,691, Krebs, 28th May—Caroline Islands 15th May, Ballast—Melchers & Co.**  
**NANSANG, British steamer, 1,299, Allan Jones, 27th June—Newport, Mon. 10th May, Coal—Bradley & Co.**  
**OAK BAY, British steamer, 2,064, H. Schell, 12th June—Moroan 4th July, General—Doddwell & Co., Ltd.**  
**PAKSHAN, British steamer, 1,135, F. E. Ferris, 24th July—Saigon 10th July, Rice and General—Bradley & Co.**  
**ST. ENOCH, British dredger, 650, R. Rawcliffe, 30th May—Wei-hai-wei 25th May.**  
**SANDAKAN, German steamer, 1,374, C. Schuur, 17th July—Sandakan 13th July, Timber—Melchers & Co.**  
**SHANTUNG, German steamer, 1,000, Schonward, 20th July—Swatow 18th July, General—Siemens & Co.**  
**SISHAN, British steamer, 845, H. Holton, 9th July—Saigon 5th July, General—Bradley & Co.**  
**SUNGLING, British steamer, 1,021, S. W. Moore, 6th July—Manila 3rd July, Ballast—Butterfield & Swire.**  
**TAISHAN, British steamer, 1,122, E. Stovell, 21st July—Bangkok 14th July, Rice—Bradley & Co.**  
**TOONAN, American steamer, 596, J. Bleibem, 24th July—Haiphong 20th July, and Hoihow 23rd, General—Douglas, Lapraik & Co.**  
**TOSA MARU, Japanese steamer, 2,873, S. J. G. Parsons, 23rd July—Mojoi 1st July, Coals—Nippon Yusen Kaisha.**  
**TSINAN, British steamer, 1,460, O. Anderson, 22nd July—Mojoi 18th July, General—Butterfield & Swire.**  
**Y. SONTAN, American steamer, 585, D. J. A. Guitrolo, 13th July—Manila 10th July, General—Order.**  
**YAWATA MARU, Japanese steamer, 2,367, A. E. Moses, 23rd July—Nagasaki 19th July, General—Nippon Yusen Kaisha.**

**Sailing Vessels.**  
**CELESTE BURRILL, British ship, 1,764, C. A. Trefry, 29th May—Manila 9th May, Ballast—Order.**  
**HOLLISWOOD, American bark, 1,084, E. M. Knight, 14th June—Fremantle, W.A. 3rd May, Sandalwood—Order.**  
**L. SCHEFF, American ship, 1,673, Kendall, 5th July—Manila 25th June, Ballast—Carlowitz & Co.**  
**MANUEL LLAGUNO, American ship, 1,650, Nichols, 29th June—New York 3rd May, Kerosine Oil—Standard Oil Co.**  
**MARCHEAL DE VILLARD, French bark, 1,171, Rionat, 31st May—Cardiff 4th Jan. Coals—E. A. Trading Co.**  
**SEA WITCH, American ship, 1,172, Howes, 21st Feb.—Manila 18th Feb., Ballast—Master.**

**HIS BRITANNIC MAJESTY'S SHIPS ON THE CHINA STATION.**  
Hongkong, July 25th, 1901.  
**Albatross, despatch vessel, 1,700 tons, 10 guns, 3,000 i.h.p., Comdr. G. F. M. Cradock, Shanghai.**  
**Algerine, sloop, 1,050 tons, 6 guns, 1,100 i.h.p., Comdr. E. D. Hunt, Shanghai.**  
**Arcturion, 2nd-class cruiser, 4,300 tons, 10 guns, 5,000 i.h.p., Capt. J. Starin, Woosung.**  
**Argonaut, 1st-class cruiser, 11,000 tons, 16,500 i.h.p., 16 guns, Capt. G. H. Cherry, R.N., Shanghai.**  
**Astron, 2nd-class cruiser, 4,300 tons, 7,000 i.h.p., 10 guns, Capt. A. W. Paget, C.M.G., Shanghai.**  
**Aurora, 1st-class cruiser, 5,600 tons, 8,500 i.h.p., 12 guns, Capt. E. H. Bayly, C.B., Foochow.**  
**Barfleur, 1st-class battleship, 13,000 tons, 14 guns, 13,165 i.h.p., Captain G. J. S. Warrander, Nagasaki.**  
**Blenheim, 1st-class cruiser, 9,000 tons, 12 guns, 21,411 i.h.p., Capt. Henderson, C.M.G., Woosung.**  
**Bonaventura, 2nd class cruiser, 3,000 tons, 18 guns, 9,000 i.h.p., Captain C. G. Sawle, en route Home.**  
**Braville, 1st-class gunboat, 710 tons, 1,300 i.h.p., 6 guns, Lieut. and Comdr. F. M. Leake, Wuhu.**  
**Brish, 3rd-class cruiser, 1,770 tons, 6 guns, 1,000 i.h.p., Commander Sir Bouchier Wrey, Barr, Hankow.**  
**Britannia, 1st-class gunboat, 710 tons, 1,300 i.h.p., 6 guns, Lieut. Comdr. E. A. Baird, Foochow.**  
**Centurion, 1st-class battleship, 10,500 tons, 14 guns, 9,000 i.h.p., Capt. J. R. Jellicoe, R.N., en route Home.**  
**Daphne, sloop, 1,140 tons, 8 guns, 2,000 i.h.p., Capt. Wm. C. Pakenham, Hongkong.**  
**Didon, 2nd-class cruiser, 5,600 tons, 11 guns, 9,600 i.h.p., Capt. Tillard, Hongkong.**  
**Endymion, 1st-class cruiser, 7,350 tons, 12,000 i.h.p., 13 guns, Capt. A. W. Paget, Wei-hai-wei.**  
**Erl, coast defence gunboat, 365 tons, 3 guns, 200 i.h.p., Lieut. Comdr. F. Blunt, Chinkiang.**  
**Fans, twin screw, torpedo-boat destroyer, 360 tons, 6 guns, 5,400 i.h.p., in reserve.**  
**Firebrand, 3rd-class gunboat, 455 tons, 4 guns, 360 i.h.p., Canton.**  
**Glory, 1st-class battleship, 14,850 tons, 16 guns, 15,500 i.h.p., Captain J. S. Inglefield, Japan.**  
**Goliath, 1st-class battleship, 12,950 tons, 16 guns, 13,300 i.h.p., Capt. L. W. Wilson, Shanghai.**  
**Handy, twin screw, torpedo-boat destroyer, 360 tons, 6 guns, 4,000 i.h.p., in reserve.**  
**Hart, twin screw, torpedo-boat destroyer, 360 tons, 6 guns, 4,000 i.h.p., Lieut. and Com. G. C. Handy.**

**Helpstone, 2nd-class cruiser, 4,350 tons, 10 guns, 9,000 i.h.p., Capt. R. S. D. Cumming, en route Home.**  
**Hunter, storeship, 1,640 tons, 800 i.h.p., Com. H. J. Davidson, Hongkong.**  
**Iris, 2nd-class cruiser, 5,600 tons, 11 guns, 9,600 i.h.p., Capt. Charles Windham, Hongkong.**  
**Janus, torpedo-boat destroyer, in reserve.**  
**Linnets, gun-vessel, 750 tons, 2 heavy guns, 6-pounders, 870 i.h.p., Commander W. W. Smythe, Singapore.**  
**Lisard, 1st-class gunboat, 715 tons, 6 guns, 870 i.h.p., Lieut. Comdr. J. C. Watson, Singapore.**  
**Ocean, 1st-class battleship, 12,950 tons, 13,500 i.h.p., 16 guns, Hon. A. G. Curzon Howe, C.B., C.M.G., A.D.C., Woosung.**  
**Orlando, 1st-class cruiser, 5,600 tons, 12 guns, 9,500 i.h.p., Capt. J. H. Burke, C.B., Shanghai.**

**Otter, torpedo-boat destroyer, Lieut. and Com. C. F. Mansel, Shanghai.**  
**Phantia, sloop, 1,015 tons, 6 guns, 1,400 i.h.p., Comdr. W. H. Nicholson, Tientsin.**  
**Pigmy, 1st class gunboat, 755 tons, 6 guns, 1,200 i.h.p., Capt. Oldham, Hongkong.**  
**Plique, twin screw, 2nd-class cruiser, 1,600 tons, 8 guns, 7,000 i.h.p., Capt. H. C. Reynolds, Shanghai.**  
**Plaver, 1st class gunboat, 453 tons, 6 guns, 1,200 i.h.p., Lieut. Comdr. C. V. de M. Cowper, Shanghai.**  
**Redpole, 1st-class gunboat, 855 tons, 6 guns, 1,200 i.h.p., Lieut. Comdr. C. F. Corbett, Shanghai.**